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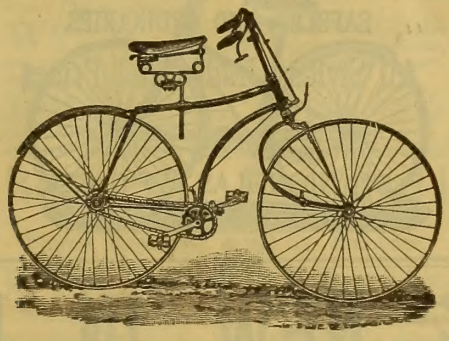
THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 1 NOVEMBER, 1889.

Volume XX.
Number 1.



VICTOR BICYCLES

Have been the leaders ever since they entered the market. This is why the best riders use them.

OVERMAN WHEEL CO., Makers,

CHICOPEE FALLS, MASS.

OUR MODESTY HAS THUS FAR PREVENTED

the printing of testimonials. Why? because. Suppose we were to publish a letter from some prominent wheelman, stating that he had owned and ridden all of the high-grade wheels and very much prefered the ***Elliott Hickory Safety.*** What would you think? Honor bright now, wouldn't you say the writer of such a letter was insane? And yet we have a number of just such letters from just such riders. We may print them sometime.

Our 1890 catalogue is now ready for delivery. We have little to say for it, except that it is unlike others; we give them away (the catalogues.)

107 editors have made kindly mention of it. *All* generous, six of these cover over 500 lines of space each, 23 others average over 1-2 column each. We give the following extracts from a few of them:

"A striking example of the use that may be made of satire in advertising."—THE OFFICE, N. Y.

"It is absolutely new and unprecedented. We are bound to admit that Mr. Elliott has broken the record."
—MECHANICAL NEWS, N. Y.

"Undoubtedly the most unique catalogue ever published."—AM. MACHINIST, N. Y.

"The most original compilation we have seen."—WOOSTER (OHIO) COLLEGIAN.

"The handsomest catalogue that has come to our office."—FARM MACHINERY, St. Louis, Mo.

"It is decidedly the greatest hit in advertising a legitimate manufacturing business ever put before the American public."
—U. S. SEWING MACHINE TIMES, N. Y.

"It is a gem."—MILLING ENGINEER, Milwaukee, Wis.

"An original genius in the art of advertising."—N. Y. SUN.

"It will repay the curious to look it over as well as those who have an eye to business."—REPUBLICAN JOURNAL, Belfast, Me.

"You should manage to get one. Buy, beg, borrow, steal. Get one somehow."—CHICAGO JOURNAL OF COMMERCE.

All that is really necessary, however, to get one, is to send us a postal card with name and address written so that we can read it. If you send a stamp, please don't "lick" it.

STERLING CYCLE CO., - - - - - - - ***Newton, Mass.***

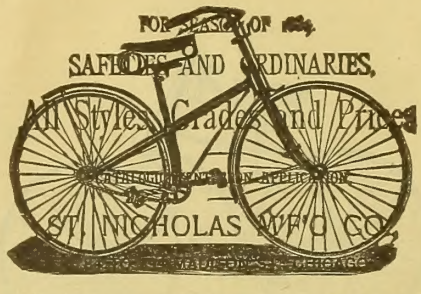
Ask your local dealer for

Price, 25 Cents.

CYCLE-CHAIN GRAPHITE.

REGISTERED.

Safety Bicycle or Tricycle CHAIN.





One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON,
172 9th avenue, New York

SOMETHING NEW IN LANTERNS.

THE RAMBLERS, No. 1 AND 2.

They cannot be shaken out.
They have a spring back.
They are lock seamed.
They positively do not rattle.
They light from the outside.
Their wicks can be raised from the outside.
They can be used on Safeties or Ordinaries, and are

The Best Built Lanterns ever put together.

Price, Rambler No. 1, Enameled, - - - - - $5.50.
Price, Rambler No. 2, Enameled, - - - - - 4.00.
(The No. 1 throws the largest light.)

80-PAGE CATALOGUE ON APPLICATION.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.

SPECIAL.

All Advertisements in this Department 20 cents a line.
☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street, Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.



Send 25 cents and get one of the

New L. A. W. Lapel Buttons.

Made of fine rolled Silver Plate. Very neat and serviceable.

N. H. GIBBS,
Box 632. **PROVIDENCE, R. I**

EUREKA HOME TRAINER AND BICYCLE STAND, for Safety, Star or Ordinary. Now is the time you want one. Cycles, parts, sundries, &c. Rubber Stamps, Rubber Goods; Buggies, $75.00; Carts, $16.00; Cutters, $20.00; Writing Desks, $10.00. M. A. WOODBURY, Bradford Pa.

BICYCLE OIL BY MAIL OR EXPRESS.—Two ounces of Flyer Wheel Oil, by mail, 20 cents; by express, per gallon, $1.00. Safety lamp oil same price. EASTERN LUBRICATING OIL CO., 40Dey street, N. Y. Send for circular.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

COLUMBIA TANDEM TRICYCLE; run about two months; in perfect order; balls all round; for $175. Send for list of second-hand wheels. PALLISTER BROS., Ottumwa, Iowa.

"BICYCLE BARGAINS."

50 American Challenge, fine order	$33.00
50 Club, ball bearings, good order	37.00
51 Star, good running order	25.00
52 Expert, soiled, never used	100.00
52 Harvard, ball bearings, good order	33.00
52 Otto-Special, spade handles, new	31.00
52 Expert, with lamp	45.00
53 American Challenge, new	42.00
54 Premier, ball bearings, good order	31.00
54 Victor, good shape	50.00
54 Sanspariel, new tires, ball bearings	40.00
56 Expert, ball bearings, cow-horn bars	48.00
56 American Champion, fine order, ball bear'gs	45.00
56 Club, ball bearings, spade handles	40.00
58 Rudge Light Roadster, ball bearings	40.00
58 Standard Columbia, ball bearings, good	35.00
60 Expert, ball bearings, fine order	45.00
1889 Rambler, like new	105.00
Columbia Tandem Safety, good	135.00
Crescent Safety, like new	50.00

400 more second-hand wheels.
Guns and typewriters taken in trade.

A. W. GUMP & CO., Dayton, Ohio.
Mention this paper.

THE COURIER SAFETY.

Full Ball Bearings all around. Price $90. Will sell for balance of season at **$75.** *Guaranteed for one year.*

BALTIMORE BICYCLE CO., Baltimore, Md.

Ask your local Dealer (given gratis) for

HINTS on the CARE of CYCLE-CHAINS

LEAGUE HOTELS.

SAND LAKE, N.Y.—League Official Hotel, of easy access from Troy and Albany. A first-class table, prompt attention and all the luxuries in season. JOHN H. WEED, Proprietor.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

ONE NO. 5 Thermostatic Incubator, 500 eggs' capacity, in first-class order; will sell outright, or exchange for Columbia or Victor Safety Bicycle. S. W. ORNE, Ridgewood, N. J.

ONE NEW EXPRESS SAFETY, for lady or gent; only $55 00; regular price $75; balls to both wheels. P. O. Box 171, Somerville, N. J.

FOR SALE—At a Bargain—One 1889 American Rambler, in first class condition. Address M. S. WORDEN, North Adams, Mass.

FOR SALE—Columbia Light Roadster Safety; new in July; guaranteed A1 condition; Butcher cyclometer: luggage carrier; King of Road lamp: outfit cost $153; $120 takes it, or $110 the bicycle alone. F. C. WESTON, Bangor, Me.

GUN WANTED—Double-barrelled breech-loading Shot Gun, *hammerless*, 12 gauge and choke-bored. Will exchange bicycle of equal value. Address, stating maker, weight, cost and condition, NIMROD, Box 1010, Orange, N. J.

WANTED—39-inch Star or Safety Star, for Smith American Organ. JOHN ROSE, 2345 E. York street, Philadelphia, Pa.

WANTED—CAMERA OUTFIT, in exchange for Z. & S. Star Lamp, Hub Lantern, Cyclometer, and various other Bi. Sundries, all practically new. Address A. B. CO., Box 1015, Peoria, Ill.

BARGAIN—Crescent Safety; never uncrated; balls all around. Price, $75. C. H. THOMPSON, Brattleboro', Vt.

Repairs! Repairs!!

Bicycle Repairing in all its Branches.

Difficult Repairing a Specialty.

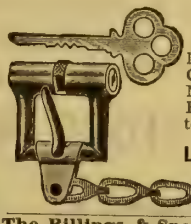
Estimates cheerfully given. Out of town orders promptly attended to. Send your machine to our headquarters and save paying two or three profits All work done on our premises by our regularly employed workmen under our personal supervision.

Satisfaction Guaranteed.

NEW YORK BICYCLE CO.,

No. 4 East 60th St., - N. Y. City.

5th Ave. Entrance to Central Park.



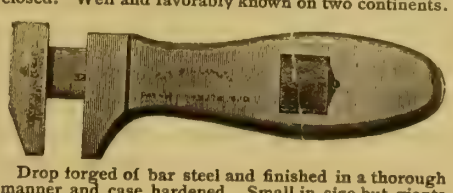
LYNCH BICYCLE LOCK.

Superior to all others. Chain lengthened or shortened at will. Complete Little Yale Lock. Nickeled. Chain 20 inches. Price, **$1.00.** Liberal discount to trade.

Lynch Mfg. Co., Madison, Wis.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

REMOVAL.

In order to meet the demands of our trade, we have secured store formerly occupied by the Overman Weeel Co. at

No. 182 Columbus Avenue,

and shall take possession at once.

SIDWELL & SABEN.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,
118 Warren Street, New York
Mills, Bouckville, Madison Co.
ESTABLISHED 1865.

THE NEW BOOK.

Cycling, Art, Energy and Locomotion.

Sent Postpaid on Receipt of $2.00.

Address, **ROBERT P. SCOTT,**
Box 114, BALTIMORE, MD.

Published by Lippincott; can also be had of your bookseller.

CATARRH
HAY FEVER
CATARRHAL DEAFNESS

A NEW TREATMENT.

Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (*two weeks apart*) by the patient at home. A pamphlet explaining this new treatment is sent *free* by A. H. DIXON & SON, 337 and 339 West King Street, Toronto, Canada.



INCER CYCLES

MADE FOR ROAD USE.

Light Running and Durable.

NO BREAKAGES, NO MISHAPS

—IN THE—

Great Twenty-Five Mile Road Race,

GIVEN UNDER THE AUSPICES OF

THE BOSTON ATHLETIC ASSOCIATION,

Saturday, October 5th, 1889.

E. C. Anthony, on a 54-in. "APOLLO" LIGHT ROADSTER BICYCLE. First. Time, 1.36.17.
A. P. Benson, on a "SINGER" ROADSTER SAFETY. Second. Time. 1.36.44 2-5.

READ! CONSIDER!

BUY THE BEST.

SINGER & CO., 6 and 8 Berkeley St., - BOSTON, MASS.



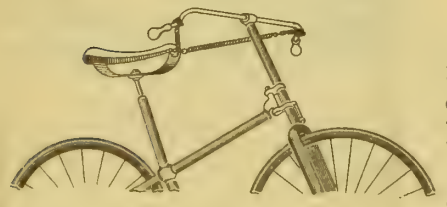
NEW MAIL

Values records of this sort rather than racing records. 'Tis a wheel for road use. In '87 and '88 also, W. F. Murphy rode over 12,000 miles on a New Mail.

Extract from BOSTON HERALD, Oct. 13.

Albert Beers of Everett is making a good bid for the Adams medal. He rode his 6000th mile of the season on Oct. 9. In the first eight days of this month he covered 485 1-2 miles. Mr. Beers has wheeled over 12,000 miles in the last two seasons.

MR. BEERS RIDES A NEW MAIL SAFETY.



This Safety Bicycle Bridle

is still in daily demand. Every mail brings us orders from all parts of the country and the trade are ordering them largely. A SIMPLE DEVICE for KEEPING the front wheel steady, and IT DOES IT. We repeat what we previously said. It looks as though every Safety Rider in the Country is going to have one. Only $1.50 by mail. We are sole Agents. Discount to the trade. Surely send for Second-Hand List of Bicycles and Safeties, just out. One New Mail Safety, second-hand, used but little, $85.00. One Humber $85.00, and one Premier, $85.00.

WM. READ & SONS, - - 107 Washington St., Boston.

THE BICYCLING WORLD
FOUNDED 1878
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 1 NOVEMBER, 1889.

NIAGARA FALLS seems to be very popular as the place for the next meeting, if we are to judge by the number of letters we have received endorsing the selection. We must apologize to our numerous correspondents that we do not publish their letters, but we acknowledge them, and they only reiterate what has already been said in favor of Niagara for the annual meet of 1890.

In connection with this question it comes in line to print below the action of the Niagara Falls Club, which action shows that the riders there mean business:

"At a recent meeting of the Niagara Falls Bicycle Club, it was unanimously voted to tender an invitation to the L. A. W. to hold their next annual meet at Niagara Falls. The invitation will be presented to the National Assembly at their meeting in February."

THE New York *Sun*, in a very able article, exposes the "ways and means" adopted by certain of the New York athletic and rowing clubs to secure the fast amateurs. It reveals the methods of how the clubs supply the means of support to men who can carry their colors to victory in the amateur arena. One illustration, as told by the *Sun*, will give an idea of the methods:

"James S. Mitchell came over to this country with the team of Irish athletes which invaded these shores last fall. Most of the members of this team returned to their native land, but Mitchell was such a phenomenal performer that he attracted attention. He was a farm hand in Ireland, and probably had nothing special to draw him back. Certain officers of the M. A. C. offered him a situation if he would remain in this country and represent their club in athletic competitions. The row that Mitchell had with them brought to light that he was dissatisfied with what had been offered him, and that he thought he was worth considerably more. A position as night watchman for a certain building was refused by him, as was also a night managership in a messenger boy service company. Several others were offered him, but the work was either too hard or the salary too low, and he refused to take any, and had an open rupture with those whom he claims induced him to stay in this country, on promise that they would provide handsomely for him."

The *Sun* mentions a number of similar "deals," and then makes the following comment:

"The whole system is condemned in athletic circles, but there are so many ways in which athletes can be rewarded for their athletic ability that it is doubtful if there ever will be a stop to it. The subject has never been publicly discussed, and the fact that it has not received notice has made clubs and individuals fearless in the way they pursue it. President W. H. McMillan, of the Amateur Athletic Union, alluded to it in an off-hand way in his annual report submitted on September 14, but as a detailed discussion of it would have implicated several of the large and wealthy clubs in the Union, no move was made to pry into it."

THE mysterious disappearance of Mr. W. P. Robinson, particulars of which and description of whom appears in another column, is indeed a sad affair. Wisconsin and Minnesota wheelmen are specially urged to use all effort to get reliable information and track of the missing young man.

WE have just received a copy of Mr. Robert P. Scott's work, entitled "Cycling Art, Energy and Locomotion." Next week we shall review at length the work.

A MORAL FOR ADVERTISERS.

YES, WE SEND PAPERS TO CHINA, ALSO.

15 Tsukiji, TOKIO, Japan, 1st October, 1889.

Llewellyn H. Johnson:

Dear Sir—I saw, in the BICYCLING WORLD, your ad. of the Catford Premier Safety. I want a wheel, and the Catford seems to be a fine machine. Please send me a catalogue, and tell me what is the best you can do for me on a Premier Catford Safety.

Yours very truly, H. W. SWARTZ.

AN INCIDENT IN THE HARE AND HOUNDS CHASE OF THE HARVARD BICYCLE CLUB.

AND it came about that two bicyclers were riding down Mt. Auburn street, one in front of the other. And these two bicyclers were going fast—that is, they were going as fast as they could.

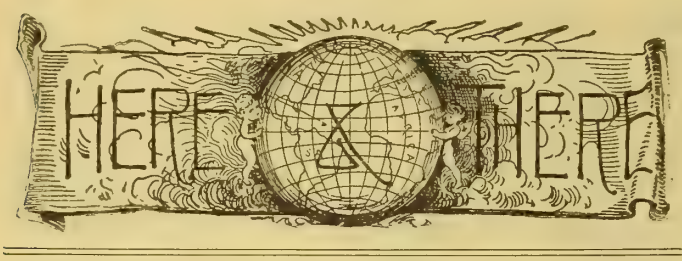
Then Satan put it into the head of a small boy to throw his cap in front of the first man's wheel. But the first man was bold beyond his years, and rode over the cap without injury. Then the small boy thought he would throw his cap in front of the second man's wheel, and he ran in front of this same second man, to pick up his cap.

The second man, seeing the small boy near his wheel, turned to the right to avoid him, but the small boy, being seized with a great and sudden fear, jumped to the right also.

And then verily the little boy was sore stricken in the flank; and likewise the rider was humbled from his proud position. And the small boy lay on the ground with an exceeding great pain in the region of the stomach. And the wheelman, seeing him lying on the ground *with* an exceeding great pain in the region of the stomach, thought to have killed the small boy, and humbly begged his pardon for having killed him.

Presently the small boy got up, saying that he was not hurt. Then truly the wheelman, seeing that the small boy's exceeding great pain was but transitory, waxed wroth and shook his fist, and swore at him, and went his way. KAY BEE.

A MR. E. F. STAPLES, of Taunton, Mass., has a bicycle that he offers to any cycler (barring professional trick riders) who will ride it away from his residence. Several parties have mounted the wheel expecting to have an easy victory, but by some peculiar defect in the gearing, even the most skillful rider is soon thrown from his seat. He is now awaiting other victims.



BOSTON NOTES.

"TONEY."

About a year ago the active riders of W. Somerville organized a bicycle club, but owing to improper management it soon passed into obscurity and nothing more was heard of it until about a month ago, when the question of reorganization was again brought to the attention of wheelmen. The question was thoroughly discussed in all its stages, and last Thursday evening fifteen cyclists met and organized under the name of the Nifty Cycle Club. Although the membership of the club is composed partly of members of the old club, this organization has no connection whatever with that formed last spring. The club will be comfortably housed during the winter on Meade street.

The Charlestown Rovers, who are about the first wheelmen to be seen on the roads in the spring and the last to house their machines, will make weekly runs during the present month and will close a most eventful and enjoyable riding season by an afternoon's ride to Chestnut Hill Reservoir.

The Somerville Cycle Club has issued a neat invitation to its sixth annual ball, at Odd Fellows' Hall, Winter Hill, on Tuesday evening, Dec. 3d. The committee having the party in charge is doing its utmost to make this party surpass all its predecessors, both in point of attendance and enjoyment.

It must certainly be encouraging to the L. A. W. to see a society, such as the Beacon of Boston, take up and thoroughly discuss the subject of "Roads and Highways." At last Saturday's dinner of the club this subject was spoken upon by many of the leading pavers of the State, and Mr. Charles Harris, ex-Superintendent of streets, stated that there was not a good paved street in Boston. What's the matter with the attention of the present superintendent of Boston's public streets being called to Mr. Harris' speech?

Comparatively few persons are aware that P. W. Davis, the brother of R. H. Davis, of Harvard, is somewhat of a flyer, but such is the case, and he proved himself to be worthy of that title by capturing the two mile race at Harvard last Monday afternoon. His time for the two miles was 6 m. 58 3-4 sec., and the time for the last lap was a little less than 40 sec.

Although it is yet very early in the annual game of League election, I have heard many tickets spoken of, and perhaps the one that will find favor in the eyes of Massachusetts wheelmen is the appended: For President, Jas. R. Dunn, of Ohio; for first Vice-President, Dr. W. H. Emery, of Massachusetts; for second Vice-President, Geo. S. Atwater, of District of Columbia.

NEW YORK.

"HAWKSHAW."

To anyone who has given the question even the slightest attention, the fact is plainly evident that the present plan of holding L. A. W. championships is an extremely faulty one, and does not accomplish what it is intended to do: i. e., determine who is the fastest rider at the distance named. As it is now the championships are parcelled out all over the country, and the winner of one secures it through snap judgement by being the swiftest of local riders. While the winner thus becomes an L. A. W. "champion" in name, he is often far removed from being a champion in his speed and form, and the honor is a barren and meaningless one in consequence. National championships should only be gained by national competition, and the winner of one should feel proud of the honor, since to win it he must defeat the best riders at the distance, in the country. To accomplish this, I see no way but for the principle of trial heats to be introduced. Let the local State Championships be ridden at some central point in each State, and the winners of these only allowed to compete in the National Championships; by this means the finals will be between champions, and the winner will indeed then be entitled to the title, since he will be a champion of champions. As an incentive to racing men to train and race in their best form, let the L. A. W. sanction a clause in the constitution of each State Division, whereby the Division will be authorized to pay the expenses of its champion in the National contests, and the beneficial results from a racing and record point of view will soon become evident. Local racing men will train and compete in State Championships where they know that the winning of them means not only glory of a local contest, but the chance at a national one, The National Championships would, of course, be held in some of the large cities, and the profits from same would be no small item, as soon as the public became aware of the fact that the contests were really among champions. To further add to the interest and excitement of the affair, let some arrangement be made whereby the club to whom the winner belonged should share in the profits of the meet, and the result would be that when the L. A. W. endorsed a racing man as a "champion," he would be worthy of the title, since to bear the term he would have to defeat the best men in the United States, and until a rider has done this he is only a "champion" in name, not in reality.

There is a fortune in store for the manufacturer who will invent some sort of cycle which can be ridden by two riders of the opposite sex, and which can at will be made to run and steer itself. It is in the possession of these two qualities more than any others that has given the dog cart and other vehicles their great advantages over any of the various forms of cycles, for how can any wheelman steer and propel a cycle and have time or opportunity to do anything else, no matter how charming his fair companion may be? Let some of our manufacturers take notice of this great defect in wheel construction, and when they have remedied it by introducing some form of cycle which is perfect in this respect, they may be sure of both the blessings and the boodle of all unmarried wheelmen. I have thoroughly studied the subject and know this to be a fact, but if any one doubts it let him ask himself or any other wheelmen if I am not right.

The question of whether the L. A. W. should enter into politics to accomplish road improvements and other needed aids and benefits to cycling is an open one, and will admit of good arguments on both sides, but to me it seems that whenever one is *given* anything by the world, and especially the political portion of it, that what is given is usually not worth receiving. so that to secure valuable and lasting concessions we must be prepared either to demand them, or to purchase them. To purchase is often the quickest, if not the most honorable, way to secure them, but as the L. A. W. is stronger in its members and its honesty, than in its purse, we can at once lay this plan aside, and we find ourselves left the correct and best method of securing what we ask. Let us be in a position to demand, not to beg or buy what needed improvements and reforms we want, and at once the way is open for us, and we will find friends and helpers by the score. It is the might oftener than the right, that succeeds in politics and in all things connected therewith. Properly guided, the L. A. W. has in its far and wide spread membership, a power for political good almost limitless, and it is my sincerest wish to see it at an early date become conscious of that fact, and exert it for the benefit and protection of its members.

A wheelman on a lonely Western road was commanded by a road agent to hold his "hands up." The fright and the unexpectedness of the demand rattled the rider so, that he at once took a header, and in consequence his feet, not his hands, were elevated in the air. Bicycles were a novelty in that section, and the robber thought the declination of the wheelman to literally obey this order of hands up was some new fangled way of pulling a gun on him, and instantly shot the unfortunate rider. Moral—Don't ride on lonely Western roads.

CAMBRIDGE NOTES.

"KAY BEE."

In the last *Wheelman's Gazette* was an article by "Jack," in which he said that he would rather be killed in a war, or in a race, than live to lose his faculties, and die of old age or dyspepsia. This must strike an answering chord in many of us. One cannot read his article without melancholy, in remembering how soon Jack's wish was fulfilled, even before it was published.

Two years ago I saw a grand action in a foot-ball game between Princeton and Harvard. A gigantic Princeton man, with the ball, broke through Harvard's rush line, passed her half-backs, and had but one man between him and the goal. That man was Holden, the full-back. He was not more than half the size of the Princeton man, but he did not think of that. That ball must not get to Harvard's goal. He bent forward slightly and waited. On came the Princeton man; it seemed as if Holden must be annihilated. They came together, and fell to the ground ten feet beyond. Harvard was saved, but Holden lay motionless with a broken collar bone, and had to be carried off the field. Such a sight as this is more inspiriting than most sermons. Not a person among the audience, probably, who did not come away ennobled by seeing it.

RACING can never die while men keep a high ideal of manly courage. Nothing, perhaps, can equal foot-ball as a manly sport, but after that racing, whether on foot or on a bicycle, must come next. Base ball and tennis call for pluck, but it is of a different kind.

IT is strange that racing men do not realize how large a part of riding consists in keeping on one's wheel. The first advice to a novice is to keep on top of his wheel. But a racing man who comes in last seems to think he has fully excused himself if he says "I took a header."

MEMPHIS.

"ANCHOR."

I WANT to make a few remarks criticising the management of the 100 mile race run on the Raleigh road on October 20. A race of this kind should be made over a course on which a record could be made. Last year the course chosen was twenty miles in length (as per rule laid down by the WORLD), but this year the management laid out a course two miles in length, and at every turn the riders had to dismount. This was inconvenient to say the least of it, but what is the use of running a long distance race over a short course, the time over which can not be put down as record in case fast time is made? I hope to see the next race run under rules laid down by this paper; I hope future mangements will take the hint. [See racing columns for the account of the race.—ED.].

NEXT month is set for the time in which the long distance medal will be awarded. This medal is to be a beauty and the chances are ten to one on Seelig winning, as he still has the lead, which no one has been able to take away from him since he got to 750 miles, and he now has to his credit 3347 miles. The score was taken last Saturday night and shows as follows: Julius Seelig 3347 miles; A. F. Alberts, 1796 miles; *Geo. Phillips, 1686; *Wm. Wood, 1001; *Wm. Whitemore, 868; *Julius Wood, 860; *Wm. Haley, 472. [*Dropped from the race.] In a few weeks a race will be run between Wm. Whitemore, and a gentleman by name of Cornish of Little Rock, Ark. President Seelig is making all the arrangements. Of course we of Memphis are backing our man.

ST. LOUIS.

"LINNEUS."

THE corn is in the sere and yellow leaf, the stubble fields are gray and bleached, and in the bottom lands the grass is bowed in dread of the coming frosts. The mornings are crisp and chilly, and the evenings close swiftly, with the foreboding of the time of snow. Nature has nearly completed her circle of life, and vigor and decay, strong life and coming death stand hand in hand. All vegetation drops towards its yearly end; yet amid all these signs of perishing, cycling moves on in a full maturity of strength and vigor, which no season of the year can show except this melancholy, joyous ending and beginning time of fall. Up to the first of the week the roads hereabout were in an unusual fine condition, which would have been perfect but for the dust, caused by the long dry spell. Runs have been regularly taken by both the clubs, but in spite of the fine weather and exertions of Capts. Hildebrand and Sanders, they were not nearly as well attended as they should have been. Last Sunday the Cycling Club took its annual run to Indian Cave, a romantic spot, situated on the extreme southern edge of the county and reached by way of the Telegraph road and a short mud road. Twelve of their members participated, and to say that they all enjoyed the ride is putting it mildly. Upon reaching their destination, the participants first drank in the beautiful scenery from the top of the high bluffs towering fully 500 feet above the mighty Mississippi, and then, under the careful guidance of one of their number, explored the innermost recesses of this dark cavern. The roof is as white as alabaster, and wishing to leave a memento of their visit on its white surface, Geo. Tivy was sent aloft to smoke in the name of the Cycling Club, the names of the participants and the date. Hardly had he reached a spot high enough to reach the ceiling, when the light went out; then there was royal fun seeing the boys tumbling over each other in an endeavor to reach the man with the matches. Everything went off in apple-pie order, however, and upon reaching Point Breeze upon their return a hearty dinner was done full justice, and each man registered a solemn promise to be with the club on its next outing.

THE members of the Cycling Club are rejoicing over the fact tnat they have, by dint of perseverence, secured one of the finest locations for a club house in the city. The house is situated on Garrison avenue, and was originally built by Dr. Engelman to be used as a private hospital. It was never put to this purpose, however, and has been boarded up for five years. The house is a two-story brick structure, with a modern wide entrance and stone trimmings. It is finished throughout in hard wood, and when the alterations are completed the club will boast as fine a club house as could be devised.

I UNDERSTAND from Local Consul Scott that the question of rock roads in Randolph Co. has received a temporary set back, because of the insane opposition of the merchants of the inland towns. Never mind we'll bide our time.

MEMBERS of the League who have been in the habit of leaving their tickets at home will soon have ample cause to use them in this State, as Chief Consul Holm is perfecting arrangements with hotels in this vicinity, and throughout the State, on the New York Division plan, to grant reductions only on presentation of ticket. Framed hotel certificates will be hung in a conspicuous place in each hotel designated as an official hotel, and a record book will also be kept there.

I CANNOT but express a regret that the grand old Missouri Club, will shortly experience another serious row, brought about by a few of the non-riding active members who wish to see the distinctive bicycle feature eliminated from the club. This movement received a very black eye only a few months ago, but in spite of this fact I have positive assurance that this question will again be brought up at the next meeting of the club. The theory that the introduction of non-riders would eventually increase and strengthen the active riders' ranks has proven a fallacy. In fact, the new element has proved to be a very serious menace to the legitimate cycling aims of the club. I hate to drag the club's dirty linen out to public gaze, but the time for decided action has again come, and unless the riding actives stick together and vote, to a man, for the purpose of exterminating these would-be reformers, the days of this club as a bicycle club are numbered. I therefore trust that each and every active member of this club will make it his business to be present at the meeting to be held Tuesday, November 5th.

TO-NIGHT the cyclists of St. Louis, headed by Captain Sanders and his merry men, will hie themselves to Clarksville, on their annual visit to meet the cyclists of Hannibal, Quincy and Louisiance.

LOCAL CONSUL J. HAROLD CHILD has gone East on a two months' visit, and upon his return will assume his former position. During his stay here he has made many friends, and as an officer of the Track Association he proved to be all that could be desired. L. H Frost is another Eastern man who has come among us to live this season, and if the effete East has any more riders of such calibre who wish to come out here they will be made welcome.

PENNSYLVANIA.

"ARIEL"

Van Wagoner will be here Friday, and the following day, if the weather is pleasant, will endeavor to break the Lancaster Pike record from Paoli into 52d st. The present figures are forty-eight minutes and some seconds, made by Wilhelm a couple of years since, but I am told that the time was not as carefully checked as it might have been; however this may be, Van, accompanied by Dampman and possibly some of the Kings County men will attempt to lower these figures. If the weather is pleasant Mr. Taxis will also enter, but he cannot run any risks riding when the weather is chilly, as he is liable to become overheated and take cold.

ON Sunday the Wilmington Wheel Club will be the guests of the Pennsylvanias on an invitation run to Willow Grove with dinner at the latter place. A large delegation is expected up and the visitors who will be here on Saturday to make the run for the pike record will be invited to remain over to accompany the run.

BOTH the South End and Pennsylvania Clubs are out for the twenty-four hour record. Walton and McCurdy of the South End made 145 miles week before last, and now McDaniel, Draper and Clark of the Pennsylvania Club propose to go that one better, while the South End men express their determination to go for whatever figures the others may make.

CHARLES WILSON, JR., of the South End, and McDaniel propose doing fifty miles on the asphalt around Passyunk Square with the intention of seeing how close they can shave the record. The Square has an asphalt track of five laps to the mile and forms an admirable course for this sort of work. The only drawback is, that in order to avoid the pedestrians crossing the square during the day time, the race will have to be run at night, starting at ten or eleven o'clock. With the weather we have been having what a nice cold time the checkers and timers will have.

THE first dance of the Pennsylvania Club will be given on next Tuesday evening, November 5th, the committee in charge being G. T. Heilig, F. A. Brown, G. T. Laing, H. Mingus, H. L. Roberts, F. K. Taylor, D. Helms and J. K. Bretz.

EX-LIEUTENANT ROBERT L. SCHAFFER'S funeral last week was attended by a number of the Century Wheelmen. The club sent a

very handsome floral tribute. Mr. Schaffer was one of the best known riders of the club, and his death is greatly regretted.

CAPTAIN LEISEN of the Pennsylvania Bicycle Club will decline re-election at the expiration of his present term of office. Nobody is selected for the vacant office as yet, in fact the club are mourning over the loss of two capable men within a year in the Captaincy. Captain Supplee, since his resignation, has been very rarely seen on the road owing to press of business, and it is feared that Captain Leisen's face may also be among the missing. That this will be a loss to the club goes without saying.

THE informal reception and opening of the new club house of the Century Wheelmen has been postponed until November 21st, when it is expected that everything will be in readiness. The extension to the wheel-room will also be under way shortly, when they propose to show one of the most commodious in the city.

DR. FRUH, Treasurer of the Century Wheelmen, who had the misfortune to fracture his ankle by being thrown from his carriage several weeks since, is slowly convalescing, but it will be some time before he will be able to ride again.

STRONG grounds are taken by the "WORLD" and several other of the cycling papers, I see, on the question of athletic clubs paying the expenses of racing men, who connect themselves with these organizations, but let me ask what is a racing man to do who is not in position, financially speaking, to take long journeys for the purpose of attending race meets in a country like ours, where the locations are so widely separated? An ordinary pocket book cannot stand such a drain, and the amateur either becomes a promature or else comes out like a man and has the athletic clubs pay his expenses. Now which is best, a fair and square deal, or an underhanded whipping the devil around the stump. Cannot any one suggest a remedy for the evil, or would it be thought best to debar our best flyers from entering race meets by cutting off sources of supplies? [Our correspondent has not read us carefully. Our objection is to the practice of certain athletic clubs practically "hiring" out of town talent. We do not object to legitimate expenses paid in a legitimate way.—ED.]

SHARON, CONN.

"CORN STALK."

SITUATED up in the Northwestern part of the old Wooden Nutmeg State, is a little village called Sharon, remote from the busy centres of civilization, a place of many hills and plenty of bad roads—in fact, no good ones—the reader would find, were he by chance to happen this way, a number of wheelmen who enjoy the sports which are obtained in no other way from that of bicycling—wheelmen who have had but short experience in its pleasures, but are as fond of the sport as those who have ridden the wheel for years and over the best of roads.

LAST year the first wheel ever owned in town was owned by the writer; since that time the sight of a wheel on our streets is so common as to excite no comment. A few of us belong to the League, others are on the way.

THROUGH the columns of the WORLD we note the doings which are continually happening in the outside world, doings of which we have had but little time or chance to take part; yet they are of interest to us.

READING over the "Ladies' Reception Room" items, in the issue of October 4th, the advice on yielding more of the road than the law compels you, is advice well wortny of every wheelman's attention—to my mind—rather than make trouble; the giving up the last possible inch without taking a header is preferable to a possible law trouble. In fact a courteous dismount, nine times out of ten, meets with far greater beneficial results than the disposition to show the true motives or principles of a gentleman are unknown to you, even though you have a wheelman's rights to back you.

THE only true way in which to see that which is in and around about you, as was stated in the same article, is to take things slow. Starting out on a trip a week or so ago, our company not only found the above true, but found it more than beneficial, not only for comfort's sake but pleasure. Our trip registered one hundred and thirty-six miles, taking from Wednesday noon until Saturday night; the route was through the Berkshire Hills, west to the Hudson River and home. Our first night's stop was made at Great Barrington, Mass. While there Mr. Mansier of the *Berkshire Courier* office made our stay very pleasant, giving us an evening's entertainment it will take a long time to forget. The run from Great Barrington to Pittsfield, Mass., was not hurriedly taken, which gave us a chance to size up Stockbridge and Lenox, as all lovers of sight-seeing should take. Through the courtesies of Mr. Atwood, Chief Consul, the road from Pittsfield to Hudson was well mapped out. From Hudson to Poughkeepsie (in order to reach home on the following night), we took the train. After spendidg the forenoon in sight-seeing at the latter place, the mount was taken at noon; a pleasant run from there home.

IF any one can crowd into the same space of time any more enjoyment and fun, drink more milk and eat a greater quantity of apple pie, (which, by the way, were the cause for our stopping at so many farm houses on the way), their trip like ours could not have been in vain, and if by chance the reader should another season take in the Hartford meet and notice a lot of corn stalks in line, he can feel assured they represent our jolly "Sharon nine."

SYRACUSE.

"SALINA."

IT is with regret that we say farewell to Secretary Cherry. Mr. Cherry expects to become a "blooming Kanuck", and has gone to Toronto, Ont., to manage a thriving business. He will try to keep posted on what goes on in the Syracuse Cycling Club. The vacant Secretaryship must be filled, and the position requires a hustler. Henry Rounds is favorably spoken of, and stands a good chance of being elected to the vacancy.

HARRY L. CURRAN has returned from Chicago after nearly a year's absence to recuperate after a severe illness. Harry likes the wheelmen of the pork city, and says the roads about there are fine, except in wet weather. He took several rides over roads entirely submerged. In places he appeared to be pushing through lakes, the safety men being so low down that their pedals dipped into the drink.

"SALINA" has some pleasant intelligence for cyclers of Central New York, in the announcement that there is very likely to be a fine bicycle race track in Syracuse early next season. Certain influential men of the city are interesting themselves in the project, and have gone so far as to hold several meetings. It is not a past idea, but a real live one. The plan and location will be given in detail when ready for publication. There are some speedy riders in the Cycling Club, who with a chance for development will make their mark among wheelmen. In Central New York there is not a really fine track for bicycle racing, and the nearest prepared bicycle track is at Albany. With the addition here it will be a mighty boom for cycling.

CHICAGO

"THE STROLLER."

ROUSE, of Peoria, takes exception to the comparison of the respective merits of Winship and Myers, and says they are not in the same class, as Myers has always beaten Winship, and beat both Winship and Tuttle in all the principal races at the Chicago tournament last spring. I think my friend Rouse must be laboring under a delusion, as Winship, if I mistake not, only rode in one race at our spring tournament, and that was the team race in which he started without any training, and in which Myers was not a contestant. This being the only race in which Winship was entered or rode, I fail to see how Myers beat Winship in all the principal races. In the Illinois vs. Chicago road race this summer, Winship beat Myers, which Harry has also forgotten. I trust the two races mentioned above are the only two races in which Winship has taken part (except those at the recent Peoria tournament) this season, and I certainly think the two flyers are in the same class as yet, Winship's well-known staying powers offsetting Myers' spurt at a finish, and if Winship used as much head work in racing as the Peoria flyer, would, in my judgment, be a trifle ahead of Myers on the ladder of fame.

GARDEN and Lumsden have been in Wisconsin the past week, trying their skill at hunting, and from the stories they tell of their successes must be trying to beat the "Famous Seven" at their own game.

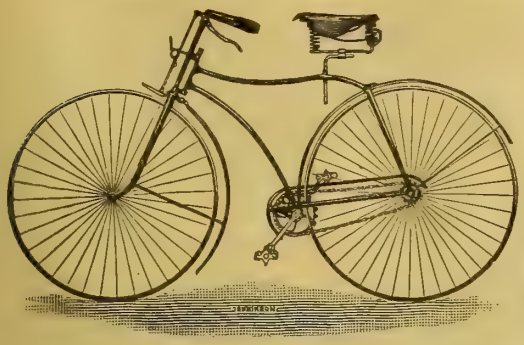
BARRETT has left for Trinidad, Col., to accompany Roe thence to Kansas City, where Van and the big four will meet them, and then see how the unterrified "Seven" will break the record.

THE annual ball of the Illinois Club was well attended Thursday evening, and a grand time enjoyed by all.

Do you notice the revenge Miles is taking on the Chicagos, for their recent action on his application? Not a word of news about the three C.s is to be found in the columns of his paper.

THE Lincolns held a very pleasant smoker at their handsome club house, Saturday evening, that was well attended by members and visitors, in spite of the inclement weather; the character impersonations by W. L. Bush, and Prof. Steinbach on the zither, being especially good.

THE Douglas Club ball will be at Apollo Hall, the eve of November 14th, and will be as unique and successful as before. Sloan will be there, and will not miss any of the waltzes.



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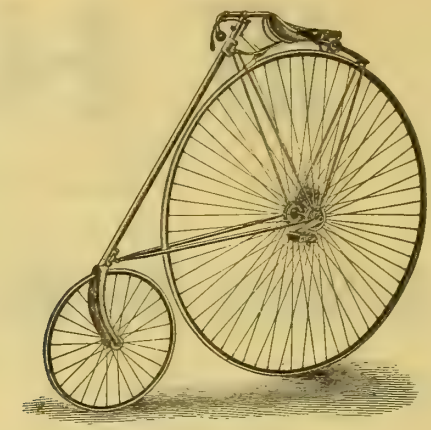
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ONCE MORE!

Van Wagoner and the Eagle to the front.

The great Wilmington 25-mile handicap road race October 19th, won FROM SCRATCH by Wm. Van Wagoner on a 46-lb. EAGLE. Time, 1 hour 37 minutes 52 seconds. Twenty-three starters and twenty finished.

What's the matter with the EAGLE?

IT'S ALL RIGHT!

IT DOES NOT FOLLOW TO ANY GREAT EXTENT, BUT GENERALLY LEADS THE PROCESSION.

Catalogue Free. Agents Wanted.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

You should have seen the letter that Burley Ayres wrote to Van in regard to Miles. Conk. says it was a corker, and were it not so filled up with dashes and exclamations I would send you a copy for publication. Burley proposed the "By-stander" for membership, hence the letter. But why Van only?

Aruhur has volunteered to instruct the Illinois cyclers in the manly art during the winter. Road hogs will do well to take warning from this next season.

PORKOPOLIS NOTES.

"STAR."

When Chief Consul High learned that the Ohio Division had been passed in point of numbers by Illinois, he pulled off his coat, rolled up his sleeves, spit on his hands, and, after boxing the ears of some half dozen messenger boys, sat down and wrote letters to a number of Local Consuls in localities where the L. A W. membership was small, urging them to bring in all the new members they could. In response he has received promises of large accessions to the League ranks in the near future. If these promises are fulfilled Illinois will—but perhaps I had better not make any rash assertions.

On the evening of October 26, a meeting of the local wheelmen was held at the rooms of the C. B. C. to take some action towards entertaining the State meet to be held here next July. There were present representatives from the Avondales, Crescents, Kentons, Athletics and Cincinnatis. Conspicuous among the throng were the Veteran Jennings, the Patriarchal Bennett, the Bashful Justis, the Victorious "Teddy," the Poetic Fuller, the Industrious Workum, the Brave Loewenstein, and the Intellectual Norton. Chief Consul M. A. High, in his usually mild and deliberate manner, made an earnest appeal to those present to unite in the endeavor to make the meet a success. His remarks were received with considerable enthusiasm, and all who heard him, won by his seductive eloquence, agreed to aid him in every possible way to make the meet one long to be remembered. After appointing several committees the meeting adjourned to convene again on the last Saturday in November, at the Cincinnati Gymnasium.

A run to the Zoo will no doubt be on the meet programme. Among the attractions on that day there might be a scratch race between the porcupine and the red, white and blue monkey, a handicap race between the elephant and the tumble bug, trick riding by the giraffe, and an example of a final spurt by the sea lion.

In the championship race of the C. B. C. Wayne and Baldwin made a big mistake in allowing Benckenstein to gain such a lead. They supposed, from the pace he set, that he would do himself up long before reaching the finish. He evidently knew what he was about, for he had made the distance but three days before in fifty-nine minutes.

It is said that Charley Allen intends to compete in the next C. B. C. championship race. If he does—look out! for it is believed that he will be finished long before Benckenstein reaches Springdale.

NEW JERSEY NOTES.

"NITRAM."

The fall games of the Plainfield Bicycle Club, which are to be held in Crescent Rink, on the evening of November 14, promise to be a grand success. The open events include 70-yard dash, half-mile run, and one-mile safety bicycle race. Entries are coming in well, and as a gold and silver medal are the first and second prizes in each event, the competition promises to be close and exciting. After the games a "smoker" will be held in the club house, to which all visiting wheelmen are cordially invited.

A revival of interest in wheeling has been growing in Newark. The Atalantas have increased their membership, in the last few months, from 21 to 53. Keep it up, Atalantas! New Jersey will soon hold its old position in the League.

The Hudson County Wheelmen took an all-day run to Plainfield on Sunday, October 20th, where they dined, returning in the afternoon. This club, one of the most enterprising in the State, will give an entertainment in their club house, about November 10th, in honor of the ladies who have so kindly assisted them during the past year, and a very interesting programme is promised. From December 17 to 21, inclusive, they intend holding a fair in their club house, No. 555 Communipaw avenue. Remembering the old saying, "Sweets to the sweet," the boys have induced the ladies to attend the booths, and success is therefore doubly assured.

Owing to the inclemency of the weather, the lantern parade to have been given by the Elizabeth Wheelmen, on Saturday evening, October 26th, was postponed indefinitely. Not discouraged, however, Captain Gilbert sent telegrams to the Captains of all the clubs that were to have participated in the parade, requesting them to bring their men and join in the festivities of a "smoker," which was enjoyed by about 150 members from the following clubs: Plainfield, Kings County, Atalantas, Hudson County, Elizabeth, Athletic, Pamrapo, Orange Wanderers, Riverside, Essex, Roselle Ramblers, Rutherford, Passaic, Orange Y. M. C. A. and New Jersey Wheelmen. Music, dancing, singing, and addresses by President Geo. C. Pennell, Chief Consul Dr. G. Carleton Brown, and Vice Consul Dr. H. A. Benedict, were the order of the evening. Among other things Dr. Brown said that the long expected New Jersey Division road book would be ready about December 1st, and although the price had been raised from forty to sixty cents, the division would endeavor to supply its members free of charge. The committee in charge of the refreshments had supplied such an abundance that twice the number present could have been supplied with ease, and the music, which was under the direction of the bugler of the club, Mr. A. T. Downer, was "simply immense." The evening was thoroughly enjoyed by all who participated, and much credit is due the Elizabeth Wheelmen for the happy way in which they overcame the interference of Sir Pluvius.

At the "smoker" of the Elizabeth Wheelmen Mr. Rudolph Struck, of Newark, an amateur prestidigitator was unearthed, and afforded much amusement by his clever performance.

BRIDGEPORT, CONN.

"NOSTAW."

The Racing Committee of the Rambling Wheelmen have fixed upon November 6th as the date for the road race. A course of fifteen miles will be travelled, and the race will take place at Seaside Park. At first several demurred about having the event take place at the Park, the riders of safeties claiming that the high wheels had an advantage, owing to the smooth condition of the roads. The Park, however, is a delightfully situated spot, and as it has a boulevard extending along the Sound for several miles, will make an excellent place for the race. Another advantage is the fact that the riders can be seen while travelling over the course, and a large number of spectators will undoubtedly witness the race. In addition to the cup there will be a second prize of a handsome silver medal. Mr. Joseph Wilkinson, in behalf of the Pope Mfg. Co., has also kindly consented to furnish a third prize.

Captain Arthur B. Smith, of the Rambling Wheelmen, sprained his left wrist quite severely on the morning of the 21st inst. He was riding along Stratford avenue on his machine, and his wheel becoming caught in the horse car track a bad header was the result. It will be a couple of weeks before he is able to ride again.

The Bridgeports held an interesting meeting in their rooms on Fairfield avenue, Saturday evening, the 19th inst. An amendment to the constitution was discussed, after which a "smoker" was held. Refreshments were also served during the evening.

NEWS AND COMMENT.

While in Philadelphia the other day, we saw the steam tricycle at Kirk Brown's. It certainly was a most beautiful vehicle and the steam apparatus the very acme of ingenuity. The affair, however, seemed almost too complicated for a man not up in steam engineering, to handle. The great difficulty with these steam carriages is, that they cease to be practical when skill and knowledge is required to run the same. In other words the public at large are not sufficiently up in the use of steam to be able to run a steam engine.

Mr. F. P. Prial was in town last Wednesday and made us a call.

W. F. Murphy, of Brooklyn, lately succeeded in lowering the Queens Co. mile record to 2.59 3-5. The best previous was 3.03 3-5.

Van Wagoner offers a gold medal as a prize to the winner of a 5 mile road race to be held Wednesday, Nov. 6.

The Portland, Me., Wheel Club propose shortly to give a minstrel entertainment.

The introduction of the safety in Portland, Me., has been the means of more than doubling the number of riders in that city.

Tom Roe allowed his beard to grow in the interim between leaving San Francisco and arriving at Albuquerque. He left San Francisco with a neatly trimmed moustache and smooth chin. He arrived at Albuquerque a bearded pard.

Charles Johnson, of New Haven, Ct., was recently accident-

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

ally run down by the driver of the stage. Mr. Johnson was on the right side of the road, but the driver "did not see him."

C. J. IVEN, who won the Buffalo to Rochester road race, is a reporter on the Rochester *Union*.

THE Lancaster, Pa., Bicycle Club has given up the ghost. We hear that the chief cause of demise was the heavy losses sustained at the tournament given by the club last summer. Another cause was that certain of the club members did not live in harmony. We also hear that a new club will be formed.

THE Melrose (Mass.) Bi. Club gave a reception last Friday. President Hilbourne did the honors graciously. The ladies were present in full force. A fine spread by Dill was disposed of. Music and dancing finished up the programme.

IN commenting on the great Rochester to Buffalo road race a Buffalo paper says: "It was noticeable that the ordinaries left the safeties in the rear."

TOM ROE "keeps a'moverin."

NIAGARA FALLS seems to be the choice of "the people" as the next place of the L. A. W. meeting.

MR. J. R. DUNN and Mr. C. S. Luscomb are so far the only avowed candidates for the Presidency. Mr. Mott and his friends have not yet decided as to whether the able Marylander will be in the field for the suffrages of the L. A. W. members.

WE received by mail the following item cut from a Newark, N. J., paper. On the margin of the cutting the sender writes: "How about this?" We don't *know* how about it, we haven't recovered our breath yet. It is a bit startling to be told that 1.58 for the mile has been made, but when "Mr. Dubois" states his belief that "better time can be made" on this wheel, we feel paralysis gently stealing over us. Now for the clipping: "A tandem bicycle with a fifty-six-inch wheel went bowling over the walks in Military Park yesterday afternoon at almost railroad speed wherever the walks were clear of pedestrians. The sight was a novel one and the crowd enjoyed it hugely. The machine is the first high-wheel tandem ever made. It is the invention of J. A. Dubois, of the Atalanta Wheelmen's Association, and was built by E. Alsdorf & Co., of this city. It covers over fourteen feet with each revolution of the wheel, The machine was ridden yesterday by Mr. Dubois and George W. Carman, Jr., the former having the first saddle. With the wheel all previous records for speed can be beaten, one mile *being covered in one minute and fifty-eight seconds*. Mr. Dubois believes that even better time than this can be made. The machine is a smooth rider, easily steered and said to be safe."

DICK HOWELL and Ralph Temple are having it over records. Temple says Dick's claim of 2.31 2-5 for the mile is a false claim, and Dick retorts that the quarter-mile record of Temple, 32 2-5 seconds, is a fake. "So you pays your money and takes your choice."

A SCOTCH "Chairman of a local board" announces his opinion that "cycling is the curse of the age." We hope the manufacturers won't take the opinion of the local Solon too much to heart and shut up shop.

THE Milwaukee, Wis., Wheelmen have secured new rooms, at 225 West Water street, and will be settled in same by the first week in November.

MR. W. F. GASSLER, JR., of Niagara Falls, has accepted the challenge of J. B. Milley and F. M. Brinker, to ride them respectively a one-mile race on the safety and ordinary.

AN interesting question to wheelmen arose in the recent Bristol races, and has just been decided by the Racing Board of the League. A diamond pin was offered as a special prize for the fastest half-mile run in any event. Charles H. Wood, of Hartford, entered the three-mile lap race, ran a fast half mile, and then drew out of the race. By the racing rules, no man can take a prize in a lap race unless he finishes the race. It was claimed under this rule that Wood's half-mile record could not count for the scarf pin. The question was referred to the L. A. W. Racing Board, who have awarded the pin to Wood, holding that the special offer was not governed by the general lap rule.

MR. R. PHILLIP GORMULLY, President of the Gormully & Jeffery Mfg. Co., of Chicago, gave us the pleasure of a call at our office last Monday. Mr. Gormully has but lately returned from a pleasure trip to Europe, where he enjoyed a well-earned respite from the cares and duties of a great and growing business. The gentleman stated that his rest and vacation had done him a world of good and his hale and healthy appearance did not belie his words. He was glad to take a rest, but the pleasure of going did not equal the pleasure of returning. "There is no place like home" said Mr. Gormully. He reports an excellent business year, and is already making plans for a still further extension during the coming season.

MR. T. F. RYAN, of the St. Nicholas Bicycle Co., of Chicago, gave us a call last Wednesday. He reports business good in his territory for his company.

MR. J. HAROLD CHILD, with Mr. Snitzjer, of St. Louis, paid a visit to the Hub this week. We had the pleasure of meeting Mr. Child, who, by the way, is a brother of Kennedy.

MR. STRINGER, of the Coventry Machinists' Co., is paying a visit to this country, in the interests of his company. We had the pleasure of meeting Mr. Stringer at the Town Club the other day. He will stay in the United States for a few weeks, and then back to old England in time to eat his Christmas dinner.

A WRITER from Hillsdale, Mich., asks: "In what way can we get the city to fill the holes beside the cross walks? Several riders have taken bad headers because of those holes." In case of injury to person or machine the city can be made liable for damages. A suit and recovery for damages is the best remedy, and one that will likely cause the roadway to be put in a safe, rideable condition.

THE Somerville (Mass.) Bi. Club will hold its sixth annual ball at Odd Fellows' Hall, Winter Hill, Tuesday evening, Dec. 3d next.

WE are in receipt of an excellent photo. group of the Berkshire Rovers of No. Adams, Mass., taken by S. S. Quinn of that place, and from whom copies can be obtained on application.

MR. A. H. OVERMAN, President of the Overman Wheel Co., will return home in a short time from his vacation and trip abroad. He will find completed improvements at Chicopee Falls, which when he went away were in course of being made.

CHICAGO and St. Louis are both flooding the country with circulars putting forth the attractions of their different cities as the place for the exhibition in 1892. Both cities are generous in contributions, money is plenty and more a-coming. What a different aspect New York presents. Lots of local newspaper talk, lots of suggestions as to grand devices, but cash not plenty and *real push* wanting. We tear the Empire City will get left.

WE are sorry to read of dissensions in the Cambridge (Mass.) Bicycle Club, which has led to the resignation of Mr. Perkins. It is the old story of quarrel between the associate and social element and the cyclers. The social branch of the club have come up on the top of the heap, and the disbandment of the Cambridge Bicycle Club, as a bicycle club, is a likely sequel.

WE present to our readers' notice below, a *bona fide* name of a Welsh parish. To the first ten who send in the correct pronunciation, as given by the natives, we will send a copy of A. B. Barkman's book, entitled "Hints on Cycling:"

"LLANFAIRPWLLGWYNGYLLGOGERYCHWYRNDROBWLL-LLANDISILIOGOGOGOCH."

We hear that good Welsh wives require their husbands to pronounce this name distinctly after returning late home "from the lodge," not for publication, of course, but as a proof that the spring water imbibed was of a good quality, and that they have not "too much of it." Won't "Senator" Morgan please try his hand at it?

WHEELMEN'S RIGHTS IN TENNESSEE.

WHILE riding near Lebanon, Tenn., several weeks ago, Mr. Jas. H. Barham of Nashville met a wagon drawn by a mule. The mule showed a tendency to get frightened and the driver, getting out to hold the mule, told Mr. Barham to pass by. Mr. Barham had in the meantime dismounted and in trying to roll his wheel by, the mule became frightened and dashed off down the pike. Mr. Barham at once put his wheel down, overtook the mule and assisted the driver to hold the wild animal until the parties who were in the wagon could get out. The mule then jerked loose from its captors, turned up a lane near by and wrecked the wagon. The owner of the wagon has entered suit against Mr. Barham in the Circuit Court for $10,000 damages. Mr. Barham, after employing a competent lawyer, applied to Chief Consul J. R. Wilson, Jr., for aid in fighting the case. As this is clearly a case for the L. A. W. to take hold of, Chief Consul Wilson has promised to see that Mr. Barham has all the assistance which the Division can give. As this is the first case of the sort that has ever come up in Tennessee, the result of the trial will

be looked forward to with great interest The hearing of this suit will come off probably between now and January 1st. The Tennessee Division, although small, will do all in its power toward gaining this suit, and endeavor to put a stop to the cry that comes from all parts of this State as well as others where the League is weak—"What good does League membership do me?" Chief Consul Wilson intends showing those who have not joined our ranks as well as those who are connected with his Division that the League will stand by them in all matters where the rights of wheelmen are concerned. There can, of course, be little doubt as to the result of the trial. 'DASH."

LADIES' RECEPTION ROOM.

[ALL communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—ED.]

Expect soon to hear a marvellous tale of a bear hunt on bicycles. We have had the hunt, but we haven't as yet bagged the game. Eastern Massachusetts has been in a great state of alarm during the last month, arising from the escape of a bear from a wandering showman, and the visits of his unwelcome bearship to numerous farms, where he has killed animals and frightened the peaceful agriculturalists. He has been seen, chased, shot at. But he still wears his hide. Wheelmen have been particularly interested in the search that has been made for Bruin, and numerous parties have been organized to ride about the vicinity where he was last reported, with the hope of getting sight of him. "If we can only get him to chase us," said one of them to me the other day, "I think we can keep away from him and lead him to where the gunners can attend to him." It is needless to say that the ladies do not relish the presence of Mr. Bear, and the wooded roads are not the favored paths for them at this time. Like all scares of the kind the danger has been greatly magnified, and Bruin has terrorized the people for miles and miles around. And yet the tale has truth for its basis, for the bear has been seen many times and his presence has been made manifest. He chased a party of wheelmen near Highlandville last Sunday, and was making a very lively pace, when a carriage approaching from the opposite direction frightened him, and he took to the woods. The wheelmen tried to stir him up again, but he preferred to remain under cover. They report that the marks of his great claws were easily distinguishable in the dust of the roadway over which he passed. I hope I may be spared a meeting with Bruin, and yet I do not believe I shall ride one mile the less, though he has seen fit to take up his lodgings within the territory pressed by my rubber.

The glorious Indian summer invites us to the country. Ride now, and enjoy the red and gold tinted forests, for in these few weeks do we have the choicest riding of all the year.

But the riding season is about over, and we may now look back and see what we have done. I shall be very glad to know what the ladies have been doing this year, and will thank them to send me their records and a concise narrative of the season's work. Any little hint regarding the best way of riding, the best costume, etc., etc., will be of value, for remember that when you send those things to me they go to help many who are yet in their novitiate, and to whom they will be a boon.

I was not a little surprised to hear, the other day, that Buffalo ladies use no brake on their wheels. I can hardly imagine what they gain by leaving the brake off, and I can see a great many advantages that they lose. I shoulc not dare coast without a brake, and if I could not coast much of the delight of riding would disappear. Will some Buffalo rider let us know why the brake is taken off? HELEN GREY.

TOM ROE IS PROGRESSING.

THE latest advices show that Tom Roe, the Chicago *Herald*'s tourist, is making good time, though he has been suffering because of a lame knee. He was at Watrous, N. M., October 26, having covered some 1450 miles. The receptions given the tourist at places he has stopped in New Mexico have been on a princely scale. At Albuqurque he was received by a delegation of leading citizens, and not allowed to go on his way until he had been "banqueted." Speaking of his condition, he says:

"My health is of the very best. I am pretty well tanned, as you see, but have lost no flesh by the hardships I have undergone. When I wheeled out of the Palace Hotel in San Francisco I weighed 178 pounds. Down the San Joaquin Valley I sped along at a very rapid gait, and when I entered the Mojave Desert I weighed 165 pounds. The desert is nearly three hundred miles long, and it took me at least fifteen days to traverse it. My leg pained me terribly. After I crossed the Mojave desert I was weighed, and found to my surprise that I had gained five pounds. This gain I attribute to eating good solid beefsteaks at the Santa Fe eating houses. I got weighed here this morning, and discovered that I tip the beam at 176 pounds, so, you see, I have kept my weight."

Tom Stevens' time from San Francisco to Chicago was seventy-three days, while a man named Gregg claims a record of fifty-nine days. It is this last record (though not authentic) that Roe wants to beat, and, barring accidents, he will accomplish his intent.

At Kansas City a large delegation from Chicago will go down to meet him, and if he gets there on time the temperature of that lively city will rise perceptibly, by means of the warm reception Tom will get. The Chicago *Herald* has sent invitations to all the leading sporting papers to have a representative go down to Kansas City and meet Roe.

LATER.

Tom Roe arrived at Trinidad, Col., Oct. 27. By a good deal of hard riding Roe has been able to catch up on his lost time and at Trinidad he was a day ahead of the schedule time. If his knee does not go back on him he will make his schedule sure.

MR. MOTT TO MR. SHRIVER.

Editor Bicycling World: After a practical experience in the field of several years in facing (and backing) guns and fortifications, and over twenty years' practical experience with that military branch of the army, who are educated in the science of war, and who study, plan out and build fortifications, and being tolerably familiar with that subject and of the opinions of military men, including Gen. Sheridan, perhaps it will not be surprising if ignorance is confessed on the military point brought forward by Mr. Shriver in his communication to the last issue of the BI. WORLD. Mr. Shriver writes: "Perhaps he (Mott) is not aware that the most elaborate fortifications abroad have been pronounced *useless* against modern artillery." No, ignorance is confessed. "Who pronounced" them so? newspapers? As there is no limit except that of finance in protecting guns *ashore*, the engineers have felt tolerably secure in being able to put enough metal or clean, sharp sand in front of a shot to stop it. How much steel will a shot pass through—20, 30, 50, 100 feet? Ignorance is also confessed "that no less an authority than Gen. Sheridan has declared that the true policy for us in such matters is to *dig rifle pits only*." Perhaps Mr. Shriver will pardon if it is greatly doubted that Gen. Sheridan ever made any such idiotic remark in relation to fortifications generally. Rifle pits are for the protection of men handling small arms against the shot of small arms. If the fifty million inhabitants of the United States were armed and assembled in rifle pits on each side of New York Bay, Mr. Shriver would be tolerably safe in attacking the great metropolis with an Hoboken Ferry boat armed with an old smooth bore ten-inch Columbiad. Isn't Mr. Shriver getting a little mixed on field and harbor fortifications? No, if this is "the kind of discussion" that the League will be plunged into, it is not feared in the least. League members will hardly discuss matters generally that they have not some little information about beyond a very superficial knowledge. It is seldom a League member will "plunge" in where angels fear to tread. Understand, please, this is not personal to Mr. Shriver. No such discourtesy is intended. But League members generally will not put in cold print assertions that they are not sure of.

Yes, national, interstate roads is "a hopeful field for work;" extremely so, and the more "hopeful" if it follows the channel of "the annual river and harbor *scandal*," "that corrupts Congress at each session." Having been in "the annual river and harbor scandal" for over twenty years, and being perfectly familiar with the whole circumlocution *through Congress and out of it*, having handled millions of the money appropriated, and yet, even yet, alas preserved a modicum of honesty ("if I do say it as shouldn't," as Dickens' characters have it), it may be asserted that it is quite sure that that "precedent" was and is intended, and is not "unfortunately chosen for illustration." That *is* the "illustration" desired to be made, and it is also quite sure "that the *experience* of the people," actual experience—not hearsay or theory—will make national roads quite as popular as rivers and harbors are now; that practical popularity which begets annual appropriations. Of course, if Mr. Shriver is *sure* that the "river and harbor scandal" is a dishonest scheme, then it cannot be hoped that he will join in or embrace the similar national roads scheme.

"Who except wheelmen wants interstate highways since railroads were invented?" Well, it was thought that question was answered in former articles before asked. Why, the United States wants them for military and postal purposes; farmers want them; horsemen, pleasure and business drivers, manufacturers, store keepers, clerks, book-keepers, laborers and everybody else; even railroads want them as feeders. It cheapens living, and everybody feels it. It makes the country blossom as a rose, and everybody participates

in the general prosperity. Mr. Shriver appears to have imbibed the idea that national highways are for stage coaches, and that as that primitive method of travel has to a great extent been superseded by the railroad, the highways must pass away with the coaches. It is really too much of an undertaking to follow Mr. Shriver "round and round the mulberry bush." Every point he has raised has been treated of in former articles, except the "socialism," and "the State directing industry," "free trade," "protection," and all that sort of thing. It is confessed those subjects are not thoroughly understood, and really of not much importance in connection with the very simple subject of interstate highways. Mr. Shriver has discovered that the writer is a "protectionist," as opposed to his "free trade." Well, thanks awfully for the information, but as the technical terms are not thoroughly understood there is not much enlightenment. Of course he cannot furnish the comprehension, and so the writer is quite as happy as if he had been called "a son-of-a-gun." In discussing those topics with Mr. Shriver, the writer would be as far "out of depth" as Mr. Shriver is in "Internal Improvements" and "River and Harbor *scandals*." Both would be at the mercy of the crude knowledge of some subeditor eager to fill space, and who seizes the topic of the hour to enlighten (?) his readers; at least, that is generally where we get our *impressions* from when we have not made a life-long study of a subject which perhaps does not greatly interest us. If "our parties" have ever "fought over" the question of internal improvements they have not done it in a couple of decades, and each party, Democratic and Republican, votes annual appropriations for internal improvements, and have had it as a plank in their platforms.

But what is the use of going around in a ring continually. All these things have been said and said, written and written, and the repetition will be tiresome to the reader and do no real good. Belief is simply asked that the writer knows what he is talking about when discussing internal improvements and the circumlocution of appropriations in that direction by Congress, for his life work has been in that line, and it can be stated with entire truth and without fear of *successful* contradiction, that there are fewer abuses in the "River and Harbor scandal" than in the use of public money for any other public purpose, with few exceptions, like lighthouses, fortifications, etc. Not one dollar of river and harbor money has ever been stolen or misapplied, and proof to the contrary is freely challenged.

Having long been an admirer of "Hawkshaw's" writings, it is more encouraging than can well be expressed, to read his commendation in the Bi. World, issue of October 25. Holding a public position, it would be unwise and impolitic to put in print all the ways and means of accomplishing the grand project of national roads. To do so might bring a very unpleasant buzzing around the ears of a public servant and lead to serious consequences to him. This makes a handicap in any public discussion of the ways and means, but the information will be available for any L. A. W. committee, should it undertake the project. This has been hinted in former articles, and it is thought "Hawkshaw" comprehends. His words are extremely gratifying, and the kindness intended is thoroughly and sincerely appreciated.

ALBERT MOTT.

Baltimore, Oct. 28, 1889.

MISSING.

William Platte Robinson, of Richmond, Ind. (about 20 years of age, light hair and complexion, about five feet ten inches high, erect in carriage, weignt about 150 pounds) is missing from Lake City, Minn., since the evening of Sept. 6, 1889, where he was last seen rowing from the shore of Lake Pepin. Was supposed to have been drowned, but is now believed to be wandering under aberration of mind, caused by a partial sunstroke suffered some days previously.

He wore a blue cutaway suit of light weight, a blue soft hat, laced shoes, a flannel shirt, and had with him a small bundle, supposed to contain a red-striped or checked bathing suit. Is believed to have had with him a Smith & Wesson nickel-plated revolver, an English lever gold watch with white open face, and the name T. M. Brown engraved on back of the case, and a moderate sum of money. He had and may wear blue or green spectacles, but not for any defect in sight. His nose has been broken by an accident, and a cut through the upper lip left an indistinct scar, noticeable especially when laughing. He was an active member of the Y. M. C. A., a member of the Protestant Episcopal Church, a member of the Wheelman's Club, and an ardent lover of all out-door sports and the gymnasium. Is an expert stenographer and typewriter, and an amateur in telegraphy; might seek employment as such. Was spending vacation at Lake City, and was intending to go at an early day to St. Paul by river, spending a few days there, and at Minneapolis, thence to Chicago by *rail and boat*, and then home.

A liberal reward will be paid for his body or effects, or for any information leading to a recovery of either or both. Information may be given to or obtained from Geo. F. Benson or H. A. Hubbard, Lake City, Minn.; Ass't Gen'l Supt. Collins, C., M. & St. Paul R. R., Minneapolis, Minn.; John F. Miller, Columbus, Ohio, or H. E. Robinson, Richmond, Ind.

LATER.

In answer to a telegram we sent on Wednesday we received the following:

"Has not been found; but is thought to be somewhere in Wisconsin, as a person answering description has been seen."

H. E. Robinson.

THE MARYLAND DIVISION AND LOCAL POLITICS.

The Maryland Division Highways Committee has struck out into local politics, as will be seen by reading the following circular, which has been sent to candidates for offices in the city of Baltimore government:

CIRCULAR.

Dear Sir: The committee on Highway Improvement of the Maryland Division, League of American Wheelmen, believing that Baltimore is one of the worst paved cities in the country, and that a decided reform in the matter is imperatively demanded by a very large number of citizens of all classes, propose to throw the votes of the wheelmen of the city, and of all other classes interested in the subject, in favor of those nominees now before the public, irrespective of party, who will do most to give our city better paved streets. We desire to ascertain your views on the subject, in order that those whom we represent may know how to cast their ballots. With this end in view we ask you to forward at once to the undersigned (for which purpose a stamped and addressed envelope is enclosed), your answers to the questions on the enclosed blank, making them as full and definite as possible, as we propose to publish the results of our inquiries previous to the coming election.

We advocate the laying of the highest grade street pavements because of the consequent great enhancement of property values; the vast improvement in cleanliness, and hence in the public health, and because, while high-grade surfaces are somewhat more expensive as to first cost, they are by far the most economical in the long run for the reasons that the cost of keeping them in repair is trifling, and they require relaying only at very long intervals.

The wheelmen feel that their aim is a thoroughly unselfish one for the reason that, while they are to benefit thereby, so are also, to quite as great an extent, all horse owners, pleasure drivers, business men who use horses and wagons, and in fact all, even pedestrians, who use the city's streets.

We ask that your answer may be prompt and in perfect accord with what may be expected of you in the event of your election, as you will be asked to take prompt action when the City Council assembles. Help us and we will help you.

Very truly, &c., James B. Reed,
Chairman Highway Improvement Com.

THE QUESTIONS.

1. Do you favor the laying of the highest grade pavements in the city of Baltimore, and of such only?
2. Will you, if elected, vote for an ordinance which shall require the city to pay the whole cost of repaving any street or streets the repaving of which may be hereafter provided for by the City Council, as opposed to the present custom of one-third payment by the city, and two-thirds by the owners of property fronting on the proposed improvements?
3. In the event of your election will you, if requested, introduce such an ordinance in the City Council, and do all in your power to secure its passage?

THE WIND BLEW HIM ALONG.

Naturally the plain unvarnished statement that Bert Myers had ridden a mile straight away in 2.13, caused a thrill of unbelief to wander through our brain, and consequently we allowed the thrill to direct our pen in a doubting vein. Our comments have called forth the following statement from a Peoria gentleman:

"In commenting about Mr. Myers' wonderful performance on the high-geared safety, you say that the figures got cross-legged and were intended for 2.31 instead of 2.13. This is not the case. Mr. Myers rode that mile in 2.13 without any doubt, and as the Peoria Bicycle Club have had the mile surveyed on several different occasions there can be no possible doubt about the distance. The reason for his making such phenomenal time was a gale of wind which fairly blew him along the road. The time was taken by two

responsible members of the Peoria Bicycle Club, and there is no question of the performance having been bona fide. It was certainly a wonderful performance under any circumstances, but that he actually rode the mile in 2.13, there is not the slightest doubt."

This claimed performance is on a par (only more remarkable) of the 2.19 ride of Lee, Whittaker and Oxborrow on a Rudge Triplet. The riding of a mile in 2.13 on a 60 inch wheel means that each crank would have to *make two and three-fourths revolutions per second* and the machine would have to travel nearly forty feet!!

Will our Peoria friends bear with us if we analyze what this performance means, and ask for statements *from the gentlemen who did the timing?* How was it done? what kind of watches were used? and any other points that might suggest.

WHY IS MONEY CHARGED TO ENTER AMATEUR RACES?

THIS is a question that I have been turning over in my mind, and I have come to the conclusion that it is necessary only to bring the men to the scratch, but when they do come to the tape and race I think the managers of the race meet ought to refund the money.

Now we will say that a man wants to enter the races at Hartford, and lives in Providence; he would go for two days, and would enter two events each day, the entrance fees would be $5.00; railroad expenses, round trip, $4.50; two days' board, $2.50, $5.00; the loss of two days' labor, $5.00; small expenses, 50 cents; making a sum total of $20.00. Now we will say for example that he got nothing (some one has got to lose); now if the entrance fee were refunded, he would have $5 00 to fall back on and the management could well afford to do it if they were successful at all. What would the management do if it were not for the fellows that are willing to go into their pockets twenty dollars or more? What would the race meets be good for?

It is not enough that a man goes in for all he is worth, but he is expected to pay from fifty cents to five dollars for the kind privilege of perhaps breaking his neck or otherwise injuring himself, but if he escapes he perhaps gets a five dollar umbrella or an 8k. gold medal for twice that, and three times perhaps, that he has already paid out.

I know that we ought not to look at it for what we get out of it but for the fun that we get, but there is reason in all things, and if the management make a success I say refund the entrance fees, and I would like to see it in the L. A. W. rules on racing that any amount may be charged to enter but *must* be *refunded* to those that *start* in the race.

The racing men get little enough for their training and trouble, and I think that this would be fair and square for if we do not help them they will stay away.

B. TAYLOR BRUCE.

Providence, R. I.

DISTRICT AND NATIONAL CHAMPIONSHIPS.

Editor Bicycling World: Having read articles on amateur bicycle championship races, written by Chairman Davol and Messrs. Mott, in the BICYCLING WORLD, and Miles, in the *Referee*, I have a few points on the same subject to offer. I think a limit should be placed on the number of national championship races, say a one-mile race for bicycle safety and tandem safety, one-mile race for each class of wheel, making three one-mile races in all. The question will arise, how are we to get the best men for these races? My answer would be, let the L. A. W. Racing Board divide the country into two districts, Eastern and Western, and award to each district a series of races to be known as district championships, the series to consist of a one, five and ten mile bicycle, one, two and three mile safety, one, two and three-mile tandem safety.

The three men competing in each class (bicycle, safety and safety tandem), whose average is the best in each series, shall be selected from each district to start in the national championship races. This would give three men for each race from each district (i. e.), six starters in all, in each national championship race.

The district races should be run off before June 17th, and the national championships July 4th, each year. All these races should be run on a track not less than one-third of a mile. The prizes for national championships should consist of gold medals valued at $50 to first; gold medal valued at $25 to second; silver medal valued at $10 to third; district prizes to cost half the price of the above. In order to stop loafing in championship races special prizes should be awarded to the men leading at the quarter, half and three-quarter distance in each race.

The clubs on whose grounds the district races are held should offer the same inducements to men starting in the above races. The national championship races should be awarded to the management making the best offer, as suggested by Mr. Mott.

The district races should be awarded to clubs in different parts of each district, and should be changed each year. One of each class of races could be run at each meet. Entrance fee to championships, district or national, should be one dollar for each race The above suggestions, if acted on, may be the remedy sought for

WM. J. CORCORAN,

Boston, Mass. Bicycle and Athletic Trainer.

DOG DAMAGES.

JUDGE BARNARD, of Poughkeepsie, has filed his decision in the case of Goring (a bicyclist) against Kennedy, to recover damages for injuries received from an accident occasioned by a dog in the possession of the defendant. The court gives the plaintiff $500 judgment. Judge Barnard finds that the defendant harbored the dog, and although he was owned by his son-in-law, Hoolohan, the defendant is liable for the damages, for harboring a vicious dog, knowing him to be vicious. The proof shows that before the plaintiff was hurt the dog had attacked others, who told Kennedy of the viciousness of the dog, and instead of disposing of him he still harbored him. As the injury to the plaintiff does not appear to be of a permanent nature the jury awarded him $500.

A CENTURY FOR THE MINNEAPOLIS CLUB.

THE longest club run in the annals of Minnesota wheelmen was made by five members of the Minneapolis Bicycle Club, on Sept. 29, '89, in charge of 1st. Lieut. E. J. Hale, 2d Lieut. E. K. Pritchett and with A. M. Buchmann, E. B. Tunstead and William Walsh, club members, and Will Robinson, unattached, in line.

Exactly at 3.30 A. M. the party mounted and started out for a long distance ride. The ride to St. Paul was made before daylight, when it was dark as Egypt in 1 hour and 15 minutes. Here we picked up Mr. T. L. Bird, of the St. Paul Cycle Club, and after a pause of about 15 minutes we started, crossing the Mississippi river over the new bridge, which is an up-grade of 2700 feet. After leaving St. Paul the road was good for about 2 miles, but beyond that, for a distance of 1 1-2 miles, they were repairing (?) the road and walking was the only way of proceeding. We struck good roads after that for a while, and reached Westcott at 6.15, just 25 1-4 miles from our starting point. At this point the party divided—one division to ride fast and the other slower.

The first division, Hale, Walsh and Bird, was soon out of sight of the "slow division" and reached Farmington at 7.45 for breakfast. The second division stopped at a farmhouse about two miles this side of Rosemount for a bite and then pushed on towards Farmington which was reached at 8.30, where we stopped a half-hour, thirty-seven miles from starting point. At nine o'clock we left again for Northfield. The weather which during the morning had looked threatening, began to look squally and the head wind we had to fight against all the way, increased and blew a small cyclone right in our faces. We kept at it despite wind and sandy roads and reached Northfield at eleven A. M., at which point the first division waited for us an hour. On account of the terriffic head wind we decided to make Northfield our turning point (52 miles from Minneapolis) instead of Faribault as was originally intended. If we had even *fair* weather we would have made Faribault and return, a run of 140 miles, but with such a head wind no man could do it. The return trip was much easier as we had the wind on our backs. Hale, Bird and Walsh rode the last nine and a half miles into Farmington in thirty-four and one-half minutes. We took dinner at the Commercial Hotel and ordered the *whole bill of fare*, and I imagine that hotel keeper now knows the capacity of touring wheelmen. After dinner we sat down under the shelter of friendly haystack about a mile out of town and some rested, while four others played a friendly game of whist. At three P. M. we started again and took a road through some dense woods back to Rosemount. This road surpassed anything ever ridden over in Minnesota in point of beautiful scenery. At one time it led us over a high plateau where we could view the country for miles around, causing exclamations of wonder and pleasure. Rosemount was reached at 3.55 and Westcott at 4.50 P. M. As soon as we crossed the railroad tracks at Westcott we could see there had been a slight shower, and as we neared St. Paul it grew quite muddy. The hill at the west end of the new bridge in St. Paul together with the bridge itself made a fine coast of one and one-eighth miles. It was evident when we reached St. Paul that there had been a great deal of rain so we came home via University avenue, and took the sidewalk wherever there was one, as the mud was fully ten inches deep and it was very dark. We reached the club rooms at 7 40 P. M., having made 102 mile by two cyclometers, the longest club run on record in Minnesota, and I think we can claim the club record of the Northwest. One feature was everyone who started came back a-wheel and rode the entire distance. Club mileage for five members was

510 miles. Every one voted it a grand success and then dispersed to their respective homes "to fill up an aching void."

E. K. PRITCHETT, 2d Lieut. M. B. C.

RACES AND RECORDS ON ROAD AND TRACK

AT MEMPHIS, TENN.—The 100 mile road race was run of October 20 over a two mile course. The road selected was good, the weather fine and the men in good condition. The start was to have been made at six A. M., but because of unforseen delays it was not tsarted until 8 o'clock. Mr. Deupree cut out the pace at the start and was followed by Dick Whitemore, then Sawyer, Dougherty and Scott in the order named. Deupree evidently tried his best to shake the crowd but "nary shake could he." Dougherty had a mishap at ten miles which threw him out of it. For two hours and twenty minutes did they keep up a rattling pace and then the men stopped a very short moment for "drinks." Deupree again set a cruel pace, but just after the twenty-three mile was passed, Whitemore managed to head Deupree, which lead he kept for about seven miles, and then Scott took an inning for about four miles. Deupree rode close up and forced Scott to set a good pulling pace or drop behind. Thus side by side the two men raced until the sixty-eighth mile was reached, the last six miles being ridden in the good time of eighteen and three-fourth minutes. At 84 miles Scott quit, having done that distance in seven hours and Mr. Sawyer had had "quite sufficient" when he reached the sixty-ninth mile. When Scott dropped out this left Deupree alone with a lead of over thirty minutes over Whitemore and so it was a sure thing for Deupree barring accidents. It proved a sure thing, Deupree finishing the 100 mile in eight hours eleven minutes and Whitemore second in eight hours and fifty-two minutes. It was a good race although a short course was used.

ANCHOR.

BUFFALO TO ROCHESTER—The road race from Buffalo to Rochester occurred last week Tuesday, as per result given in our last. It was contested by eighteen men—six from each of the following clubs: The Genesee, Messrs. Thompson, M. F. Shafer, G. S. Montgomery, E. B. Freatman, H. Dreman and P. J. Dukelow; the West End, Messrs. C. J. Iven, F. Chamberlain, F. Smith, C. J. Connoly, L. Mabbett and N. Roe; the Buffalo Bicycle Club, Messrs. F. M. Brinker, T. A. Russell, D. H. Lewis, J. S. Hedge, J. L. Daniels and E. A. Kingston. This race was awaited with much interest, and it proved to be very exciting.

The Rochester men arrived on Monday, and after paying a visit to the Buffalo Bicycle Club, retired in good season, as did also the Buffalo Club representatives. President Hotchkiss appointed the managers, checkers and assistants for the Buffalo team, and ample provision was here made for food, both solid and liquid. On Tuesday morning all the checkers took the early train for their respective stations, through which the racers were to pass.

The officers on the Rochester end were as follows: Scorers, Messrs. Goetzman, Barry and Montgomery; judges, Messrs. Williams, Hughes and Woodhall; referee, Wendel Smith; starter, Mr. W. K. Jackson, of Buffalo.

The riders were started in teams of six, two from each club, immediately following each other.

It was nine minutes after nine when Mr. Jackson gave the word "go."

The sky was clouded, the air was sharp and raw, but no wind was here experienced. Bowmansville and Mill Grove were passed, all the racers being in a body, save Mr. Kingston, who rode a wheel which he was unfamiliar with, reaching Bowmansville eleven miles from Buffalo about six minutes behind the leaders. At Mill Grove he was seen to make up for lost time. The fates, however, seemed against him, as at Batavia he exchanged wheels, but he was now so far in the rear that any further attempt seemed useless. Mr. Kingston, nevertheless, stuck to it, and arrived in Rochester at about supper time. Mr. Daniels accompanied Mr. Kingston. Batavia was reached at 12.04, thirty-six miles; Bergen at 1.25, and Rochester, 3.54, seventy-four miles.

Mr. Iven, of the West Ends, was the first man to pass the line; his time was five hours and forty-five minutes. Mr. Lewis, of the Buffalo Bicycle Club, came second; time, five hours and fifty-four minutes.

These two gentlemen made extraordinary fast time, considering the road. There is but one way of expressing it—the road on the average was beastly, especially the last ten miles. Up to Bergen Buffalo was well up in the lead, but lost heavily on the bad home stretch, as they were unfamiliar with it.

It was a scorching race from the beginning, and the West Ends won, with several points to spare.

The scoring was by points, the first man to receive 18 points, the second 17, the third 16, etc. The club winning the most points won the race. The result gave the West End Club first place, and the Genesee Club second place.

The distance ridden was 74 miles. In our telegraphic report, as per our last issue, the third man, Roe, was erroneously reported as belonging to the Genesee Club. Mr. Roe is a member of the West Ends.

We cannot help but specially allude to the remarkable work done by Mr. C. J. Iven, the genial President of the West End Club, who, after unfortunately breaking his right wrist and breaking the saddle off his wheel, rode from Byron, a distance of 20 miles, into Rochester in that State and beat Lewis, of Buffalo (the next man in), by 9 minutes. Such "grit" is certainly worth more than a passing remark, and the record established by Mr. Iven will certainly not soon be beaten.

Following is a table, showing the time of finish and other facts connected with the race:

Racers' names.	No.	W. End.	Gen.	Buffalo.	Finish. A. M.	Running time. H. M.
C. J. Iven	7	18	..	..	2.54	5 39
D. H. Lewis	14	..	..	17	3.03	5 48
Nathaniel Roe	11	16	..	..	3.14	5 59
G. S. Montgomery	1	..	15	..	3.16	6 01
Fred Smith	8	14	..	..	3.22	6 07
P. J. Dukelow	2	..	13	..	3.25	6 10
M. F. Shafer	3	..	12	..	3.27	6 12
J. S. Hedge	15	..	..	11	3.29	6 14
F. Chamberlain	9	10	..	..	3.34	6 19
C. J. Conolly	10	9	..	..	3.38	6 23
E. B. Freatman	4	..	8	..	3.42	6 27
Robert Thompson	5	..	7	..	3.50	6 35
L. G. Mabbett	12	6	..	..	3.50	6 35
T. A. Russell	17	..	..	5	3.59	6 44
Henry Dreman	6	..	4	..	4.00	6 45
F. M. Brinker	13	..	..	3	4.01	6 46
E. Kingston	18	..	..	2	4.33	7 18
J. L. Daniels	16	..	..	1	4.55	7 40
		73	59	39		

RUNNING TIME BY TEAMS.

West End—Average time, 6.10; average per mile, 5m.
Genesee—Average time, 6.22; average per mile, 5m. 9s.
Buffalo—Average time, 6.45; average per mile, 5m. 28s.

INDIVIDUAL AVERAGES.

Iven, West End, per mile, 4m. 35s.; Lewis, Buffalo, per mile, 4m. 42; Montgomery, Genesee, per mile, 4m. 53s.

Mr. W. F. Gassler, of Niagara Falls, accepted the challenge of Messrs. F. M. Brinker and J. B. Milley, of the Buffalo Bicycle Club, to a mile race an ordinary and safety wheels respectively. The race will be for medals valued at fifty dollars. "ALI BABA."

AT CAMBRIDGE, MASS.—The features of the Harvard College Freshman's Athletic Association was the breaking of the college record of 2 miles by W. B. Greenleaf, '92, by riding that distance in 5.59 1-4. This beats the Harvard record of 6m. 4-5s., made by P. W. Davis, '91. Greenleaf was accompanied by T. Barron, '91, K. Brown, '91, and E. A. Bailey, '91, who took turns in setting the pace. His time by quarter miles was as follows: First quarter, 46s.; second, 43s.; third, 43s.; fourth 44 1-4s.; fifth, 46 3-4s.; sixth, 47s.; seventh, 45s.; eighth, 44 1-4s.; total, 5m. 59 1-4s.

The first of the events on the programme was the two-mile bicycle race. The winner was P. W. Davis in 6m. 58 3-4s., J. E. Tweedy second. Davis made his last lap in less than 40s.

AT PROVIDENCE, R. I.—Two bicycle races were held at the Driving Park last Saturday afternoon. The first one was for one mile, and was won by G. Cole in 4m. 20s. The second race was for five miles, and was won by E. Phinney in 22m. 44s., with J. Lindsley only two seconds behind.

AT NEW YORK.—At the annual fall games of the Columbia College Athletic Association, held on the Manhattan Athletic grounds October 25th, 1889, Robert B. Kimber, '91, 100 yards, won the two-mile bicycle race, in 6m. 57 1-5s.; G. R. Van Ripen, '93, 100 yards, second, by 20 yards; R. L. Scott, '93, 100 yards, third; W. H. Hall, '91, scratch, fourth; J. T. Davies, '91, 100 yards.

AT BALTIMORE, MD. Oct. 24th.—Road—The ten mile race for the championship of the Centaur Club, postponed from October 10, was run Thursday, October 24th, around Druid Lake. Few spectators were present, and only two contestants, owing to the chilly weather. The contestants were F. B. Eisebrandt and G. C. Wedikind. Wedikind won by twenty feet. The time by laps was; 4.35, 5.40, 5.40, 6.25, 6.30, 5.30, 5.10; total, 39.30. Quite a number of horses were being speeded around the lake. This was due to the poor time made. Both racers narrowly missed colliding with a trotting horse on the fifth lap. The prize was a handsome jewelled

medal. Mr. Wedikind will hold it for one year. The starters were Chas. R. Eisenbrandt and Chas. House. M. Williams and C. R. Eisenbrandt were the timers, and C. H. Eisenbrandt, the judge.

AT MILWAUKEE, WIS —The ten mile handicap road race at Milwaukee last Saturday resulted in a victory for the local man, Terry Andrae, over the Chicago crack, F. H. Tuttle. Both Tuttle and Andrae were placed at scratch. All interest centered in the performance of these two men, as the others were not in it. Andrae came in in 38 1-4 and Tuttle reached the line at 39, the finish being hotly contested and enthusiastically cheered. The time and handicap by minutes of other contestants was as follows: E. H. Paige, two minute handicap, 41 minutes; W. C. Wegner (6), 44 minutes; G. F. Smith (6), 44 1-2 min.; Fred Schmitz (6), 44 3-4 min.; H. P. Andrae (6), 45 min.; C. Price (6 1-2), 46 3-4 min.

ENGLISH RECORDS.—A meeting of the Road Record Association was held at 27 Clement's Lane, Lombard street, E. C., on the 3d inst., Mr. H. T. Arnott in the chair, when the following claims were passed as record, viz.:

M. A. Holbein, 12 hours, safety, 175 1-2 miles, made September 7th, 1889.

M. A. Holbein, 24 hours, safety, 324 miles, made September 7th, 1889.

H. R. Pope, London to York (tricycle), 21h. 4m., made September 18th, 1889.

Messrs. Ward and Goulding (dead heat), 12 hours, tricycle, 151 miles, made September 7th, 1889.

W. C. Goulding, 24 hours, tricycle, 280 miles, made September 7th, 1889.

G. T. Langridge, 12 hours, bicycle, 154 miles, made September 7th, 1889.

F. T. Bidlake, 100 miles, tricycle, 6h. 55m. 58s., made September 11th, 1889.

F. T. Bidlake, York to London (tricycle), 18h. 28m., made September 30th, 1889.

And the following claims were adjourned:

C. A. Smith, London to Bath and back (safety), made September 10th, 1889.

Henry Osborne, York to London (safety), made September 9th, 1889.

IN FRANCE.—It will be remembered we lately reported a "record" made by M. Mousset, of 177 3-4 miles, on a safety, in 12 hours. Now we hear that a young Frenchman, M. Fol, has ridden 180 1-2 miles in the 12 hours. The claim is made for a "road record," but it will not stand as such, as the course traversed is about 1 1-2 miles in length, and equal in surface to the best racing path extant.

IN ENGLAND.—At Bristol, Mr. H. H. Sansom rode a flying quarter in 34 2-5s., which is amateur English record.

AT SPRINGFIELD, ILL.—The ten-mile handicap road race of the Capital City Cycling Club, of Springfield, Ill., was run off last week, and resulted in a victory for H. Johnson, scratch; Temple Smith, 5 min., 2; R. Matlock, scratch, 3. Time, 45m. 52s.

IN ENGLAND.—A record for the tricycle for 199 miles has recently been established by Mr. F. T. Birdlake, of the North Road Club. The route was from York to London, via Tadcaster, the distance exactly 199 miles and the time 18h. 28m.

AT TORONTO, ONT., October 28.—The 72-hours' bicycle race at the Mutual street rink closed at 11 o'clock last Saturday. Only two remained in the race to-day, W. A. Rhodes and Desmond. Dingley, who led when the race was adjourned last night, did not show up at all to-day. The score at 11 P. M., when the 72 hours expired, was: Rhodes, 919 miles; Desmond, 832. Rhodes has thus beaten the record for 72 hours, which was 904 miles.—*Herald.* [The claim of record will not stand. J. S. Prince, at Minneapolis, in May, 1886, put the 72-hour indoor record at 1042 1-8 miles, and it stands as record yet.—Ed.]

A CARD.

Editor Bicycling World: In connection with the recent performance of Mr. Bert Myers, of Peoria, Ill., we desire, in view of the many conflicting reports regarding the kind of machine, gear of wheel, etc., to render our knowledge of the circumstances under which this wonderful ride of a mile in 2.13 was made.

The safety was one of our *regular* stock, *New Light Rovers*, weighing 36 pounds, *with pedals*, and geared to 60 inch.

Yours truly, THE JNO. WILKINSON CO.,
Chicago, Oct. 28, 1889. U. S. Agents for the Rover.

ALTHOUGH a number of the wholesale houses of Boston deprived their clerks of the Saturday half-holiday with the beginning of September, the Pope Manufacturing Company, with its usual generosity still continues to close at one o'clock Saturdays, giving its many employees an opportunity for needed rest and recreation. It is a remarkable fact that the larger the commercial house is and the more business it does, the more liberal it is to its employees and the easier the business hours. Col. Pope's example could be well followed by nine-tenths of the business houses in Boston.

TO-DAY, November 1st, the Gormully & Jeffery Mfg. Co., will open a branch store in Boston at No. 178 Columbus avenue to be in charge of Mr. Albert E. Schaaf. The local wants of Boston will be attended to from this store and it will also be the depot from which all the New England agencies will be supplied. The fact that Mr. Schaaf has been selected as the manager of the Boston branch and New England headquarters is warrant enough that the business interests of the Gormully & Jeffery Mfg. Co. in this section will be pushed to the very utmost and we wish this new venture all the success that they expect and aim for.

THE illustrated advertisement of the Star bicycle is a novel one to say the least. In answer to our inquiry as to the exact key, they write, "In the cut the motley group following the rider all represent safety competitors of the Star. The 'Goats,' 'Kangaroo,' 'Eagle' and the 'White Flyer' represented by the Duck. Underneath the cut note the legend, 'and they followed the Star.'"

IN an article on the bicycle the *Item* of Richmond, Ind., winds up thusly: "The fact is, the bicycle is the coming machine for road use, the same as electricity has crowded the horse off the street railway. Business men, mechanics, professional men, are awaking to the fact that it is not only a health-giver, but a time saver and a convenience; and the town or community who try to be unjust to the quick little flyer-without-wings will inside of five years stand in about the same shoes as the Legislature of New York, which not so many years ago decided that a railroad might be built in that State, but that the cars mustn't run faster than six miles an hour."

MR. GEO. H. STRONG, the Pacific slope agent of the Victor cycles, was in town last week. Cycling on the slope is gaining in popularity, and in consequence the Overman wheels are having their full quota of the increased sales. Mr. Strong will remain in the East for a week longer, and then hie him away to his home in San Francisco.

ONE of the clearest and best instantaneous photos we have ever seen is that of Mr. Wm. T. Robertson on an Eagle bicycle riding down the Capitol steps at Washington. Not only is it a splendid picture of the Eagle rider, but the view given of the Capitol itself is most excellent. We have to thank the Eagle Bi. Mfg. Co. for a copy.

ROAD races will be held by the following clubs this month: Kings County Wheelmen, twenty-five-mile race; Brooklyn Bicycle Club, ten-mile race; New York Bicycle Club, ten-mile race; Riverside Wheelmen, ten-mile race; Manhattan Bicycle Club, two and ten mile races; Hudson County Wheelmen, one-mile race; Elizabeth Wheelmen, ten-mile race; Harvard Bicycle Club road race; possibly a road race between teams from Harvard and Yale. to try and break Wilhelm's record on Lancaster Pike.

"ONE of the largest bicycle contracts ever made was closed in this city to-day by the Warwick Cycle Mfg. Co. Negotiations have been in progress for some time between the company's general agent, A. Kennedy-Child, and Charles F. Stokes, of Chicago, and as a result Mr. Stokes, who was in the city to-day, gave an order for $50,000 worth of the company's machines, the order to be filled as early as possible next season. Mr. Stokes was the guest of the directors of the company at the Glendower this noon."—*Union.*

MR. H. S. OWEN, of the Capital Cycle Co., sailed on the 30th of October, on the City of Paris, for England. He goes abroad to prepare for next season, and intends to put twelve Psychos on the market varying in weight and construction, but will make no change in present form of Psychos.

WE received from the Gormully & Jeffery Mfg. Co. a most excellent autotype reproduction of a photo. of the team of cyclers that hold certain of the world's records. The group and separate likeness include Whittaker, Dingley, Eck, Munger, Knapp, Prince and Crocker. It is handsomely framed in rosewood and the size is about 18x22. It is a very artistically gotten up affair; the background is of the new rough plaster ornamentation, while the photos. themselves and the records, which are on paper, stand out from the background in a very artistic and delusive manner. This picture would be an ornament to any club room, and we are advised that bicycle clubs can obtain one by sending in its name to Messrs. Gormully & Jeffery. We are also indebted to the same firm for a very good autotype likeness of Mr. T. Roe, who is now riding across the continent on a Light Champion cycle.

For all kinds of
Bicycle Repairing,
Nickel Plating,
Enamelling, etc.,
Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street, BUFFALO. N. Y

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on recept of 50 cents in stamps Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

REPAIRS

Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

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243 Columbus Ave., Boston, Mass.

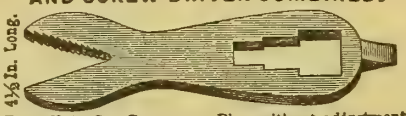
BE fore you put your machine away for the winter, go over its ragged tires with
MAGIC CEMENT. It will heal all cuts and holes, and make the tires as good as new. We mail it for 25c.
MAGIC CEMENT COMPANY,
NEWTON, MASS.



HARRISON'S CONTINUOUS ALARM.

This Bell, as now constructed, is certainly the Best Bell in the market. It is neat in appearance and effective to a degree that will be appreciated by those who use it. Price by mail, $2.00. Single Alarms, $1.50.
WHITTEN, GODDING & CO., Providence, R. I.

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AND SCREW DRIVER COMBINED.



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No. 1, Hand-sewed and Hand-stitched,	$5.00
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ROAD MAP
Middlesex County, Mass.

The most perfect Road Map of a Massachusetts County ever issued. SHOWS ALL THE ROADS. Printed in Colors, mounted on canvas and varnished. Scale about 5-8-in to the mile. The best Map value ever given for the **price, $1.00, postpaid.**

Bicycling World Co.,
12 PEARL ST., - - BOSTON.

N. B. If this venture meets with encouragement we hope it will, other maps of Massachusett's Counties will be issued on the same lines.

THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of leveing it at the object to be photographed, and **pressing a button.**

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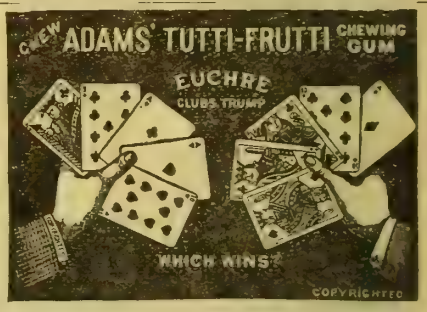
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The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

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ABBOT BASSETT, Secretary.

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309 Olive Street, St. Louis. Mo.

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THE second half of the League year begins November 1st, and from this date to the close of the year the fee for new members will be $1.50. No further reduction will be made and those who delay sending in applications will lose many advantages.

Connecticut Division Notice.

Will each Local Consul throughout the State please forward to the subscriber a list of the Selectmen of their town or towns in their district.

It is desired that these names be written in the order of their rank, and that the Post Office address of each be accurately given. We would be pleased to receive lists from any L. A. W. member in towns where there may be no Consul.

Here is a chance, gentlemen, where you may all speak at once. A. A. DEAN,
Chairman Improvement of Highways Com.
Danielsonville, Ct., Oct. 28, 1889.

Missouri Division.

The following hotels have been appointed as League Hotels and reductions will only be allowed on presentation of membership card. Certificates of appointment have been sent to each official hotel and should be noticed hanging in a conspicuous place in hotel office. Members will greatly oblige me by reporting official hotels who do not comply with this part of the agreement.

No. 1. Kirksville, Hotel Steele, regular rates, $2.00 per day; to L. A. W., $1.40; meals 35 cents; lodging 35 cents.

No. 2. Maryville, Linville Hotel, regular rates, $2.50 per day; to L. A. W., $2.00; meals 50 cents, lodging 50 cents.

No. 3. Kansas City, Coates Hotel, regular rates, $3.50 per day; to L. A. W., $3.00; meals $1.00; lodging $1.00.

No. 4. Moberly, Grand Central Hotel, regular rates, $2.00 per day; to L. A. W., $1.50; meals, 40 cents; lodging 40 cents.

No. 5. Knobnoster, Hotel Steele, regular rates, $1.50 per day; to L. A. W. $1.00; meals, 25 cents; lodging 25 cents.

No. 6. Brookfield, Babbs Hotel, regular rates $2.00 per day; to L. A. W., $1.50; meals, 35 cents; lodging, 50 cents.

No. 7. Hannibal, Park Hotel, regular rates, $2.50 per day; to L. A. W., $1.50. Twenty per cent discount on meals.

No. 8. Carrollton, Jacobs Hotel, regular rates $1.50

per day; to L. A. W., $1.00, meals, 25 cents; lodging, 25 cents.

No. 9. Huntsville, Rutherford House, regular rates, $2.00 per day; to L. A. W., $1.50; meals, 35 cents; lodging, 45 cents.

Consuls who have not yet made an arrangement with a hotel in their locality are urgently requested to give this matter immediate attention. Application forms have been mailed to each consul. If mislaid, duplicates will be furnished by the undersigned.

Fraternally yours, ROBT. HOLM,
Chief Consul.

New Jersey Correspondent.

Mr. F. L. C. Martin of Plainfield has been appointed Division correspondent to the BULLETIN. Club Secretaries, Captains, and New Jersey members in general are requested to send all local items of interest direct to him. G. CARLETON BROWN, Chief Consul.

Elizabeth, N. J., Oct. 28, 2889.

Missouri Division.

To St. Louis members:

I have appointed Geo. E. Tivy local consul pro tem for St. Louis during the absence of J. Harold Child. Parties wishing information or application blanks for local use can procure them from him at No. 620 W. 3rd street. Fraternally yours, ROBT. HOLM, C. C.

Missouri Appointment.

Mr. J. E. Eberly, care Eberly-Akurst, Arms Co., is hereby appointed local consul for St. Joseph, and is also reinstated as a member of the racing committee.

Fraternally yours, ROBT. HOLM, C. C.

Missouri Division.

To consuls and members:

The last half of the League year commenced November 1, and all parties who join us now remain with us till July 1, 1890. The League year is no longer divided into quarters as many members seem to think and therefore wheelmen should be made to join *now* as the cost of membership will be the same as if they joined in the spring.

There is hardly a town in the State but what boasts at least 3 or 4 cyclers and in large cities such as St. Louis, Kansas City, St. Joseph and Joplin our present L. A. W. membership is a mere bagatelle and as with this small membership we cannot execute the work outlined, all consuls and members of this Division are urgently requested to do everything in their power to increase our membership. Fraternally,

ROBT. HOLM, C. C.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 213—Total 68—11,620.

BOSTON, Nov. 1, 1889.

CALIFORNIA DIVISION—4—397.

Garden City Wheelmen.

25325 Merigot, A. F., 332 Vine st., San Jose
25324 Alvarez, M. M., 183 W. St. James, "

Unattached.

25294 Lamory, L. A. 2409 Telegraph ave., Oakland
25293 Makinson, A. J., 306 Fulton st., San Francisco

COLORADO DIVISION—6—45.

Holyoke Wheel Club.

25295 Woodford, A. M., Box 338, Holyoke
25296 Jordan, W. N., "
25297 Westover, P. C., "
25298 Cullis, J. M., Box 9, "
25299 Johnson, W. E., Box E, "
25300 Lewis, Alfred B., Box 34, "

CONNECTICUT DIVISION—13—678.

Hartford Wheel Club.

25329 Dwyer, Robert W., Box 355, Hartford

Unattached.

25327 Bell, Chas. H., 66 Hudson st., Hartford
25328 Bulkley, Henry S., 924 Asylum ave., "
25330 Faxon, Edw. R. Jr., 237 Lawrence st., "
25331 Kennedy, Thos. J. 113 Main st., "
25332 Koch, Charles, 358 Asylum st., "
25333 Lawrence, Edward, 252 Lawrence, "
25334 Marwick, A. Jr., 376 Asylum st., "
25336 Orgelf, J., 281 Main st., "
25335 O'Neil, Michael J., Drawer 11, "
25337 San Souci, E. J., 331 Main st., "
25338 White, Herbert H., 82 Jefferson st., "
25339 Holmes, Frank E., [illegible] Rocky Hill

DISTRICT OF COLUMBIA DIVISION—2—190.

Unattached.

25301 Batchelder, J. F., 1215 F st., N. W. Washington
25317 Canfield, C. H., 126 D st., S. E., "

ILLINOIS DIVISION—1—828.

Chicago C. C.

25302 Field, Chas. G., 5728 Rosalie Court, Chicago

KANSAS DIVISION—1—133.

Unattached.

25340 Barton, S. F., Belle Plaine

MASSACHUSETTS DIVISION—8—1547.

Belmont Club Wheelmen.

25321 Baxter, Robt. D. Jr., care Davenport & Mason, Taunton
25319 Whitmarsh, Louis W., 52 Oak st, "

Rovers C. C.

25304 Huntress, Herbert C., 50 Green st., Charlestown

Y. M. C. A. Bi. Club.

25305 Loomis, Gilbert J., 62 Court st., Westfield

Unattached.

25341 Flanders, Chas. W., 30 Cary ave., Chelsea
25303 Sylvester, G. B., 14 Rockville Park, Roxbury
25320 Lindsey, Wm. M., 41 Winthrop st., Taunton
25318 Hill, Fred W., Box 238. Whitman Sta.

MISSOURI DIVISION—8—300.

Missouri Bi. Club.

25342 Chauvenet, L. C., 2703 Lucas ave., St. Louis
25343 Moder, Chester L., 3307 Wash. ave., "
25344 Milford, R. M., 3105 Olive st., "
25345 Dormitzer, Paul, 519 N. Main st., "

Unattached.

25346 Gann, L. C., Maryville
25347 Welch, Edw. H., care Smith Bros., "
25348 Bayless, J. S., care Howell Bros., "
25349 Andrews, Ernest, care Eversale & Romasser, Maryville

NEW JERSEY DIVISION—3—573.

Atlanta Wheelmen.

25358 Drabble, Wm. A., 752 Broad st., Newark

Unattached.

25359 Richards, Wm. P., Box 477, Orange
25360 Beardsley, Wm. P., Box 20, Bloomfield

NEW YORK DIVISION—16—2047.

Flower City Wheelmen.

25311 Chamberlin, Elmer H., "Whitcomb House" Rochester

Hudson Co. Wheelmen.

25306 Smith, Willard P., Box 2600, New York

Syracuse C. C.

25350 True, Dr. R. S., 418 S. Salina st., Syracuse
25351 Francis, D. J., 453 S. Salina st., "
25352 Peck, Herbert R., 605 W. Genesee st., "
25353 Gere, Robert, 342 W. Onondaga st., "
25354 Aldridge, A. E. Jr., 314 Hawley st., "
25355 Wadsworth, R. F., 117 W. Wash. st., "
25356 Dodge, A. I., 306 Wyoming st., "

Unattached.

25357 Currie, H. G., 215 W, 51st st., New York
25308 Kaufman, Henry, 2042 7th ave., "
25307 Ripley, Geo., Box 571, "
25322 Rollins, Frank S., 170 W. 59th st., "
25309 Stevens, A. E., 124 W. 94th st., "
25312 Burkhard, John F., 208 So. ave., "
25310 Levy, Mortimer, 95 Division ave., Brooklyn

OHIO DIVISION—2—823.

Fremont Bi. Club.

25313 Schimkat, C. G., 408 Ohio ave., Fremont
25314 Auspach, J. F., 1028 Hayes ave., "

PENNSYLVANIA DIVISION—1—1351.

Unattached.

25315 Rawle, James, Box 402, So. Bethlehem

RHODE ISLAND DIVISION—1—317.

R. I. Wheelmen.

25326 Phillips, E. Rowland, 516 Broad st., Providence

TEXAS DIVISION—1—36.

Dallas Wheel Club.

25316 Arbuckle, Geo. C., 807 Main st., Dallas

ALABAMA—1—13.

Unattached.

25323 Murray, H. D., Drawer N., Florence

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

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Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

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3-3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

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SINGER'S "APOLLO" ROADSTER BICYCLE.
List Price $130 00. Offered at $100.00.

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List Price, $235.00. Offered at $165.00.

SINGER'S "TRAVELLER" TRICYCLE.
Offered at $50.00.

SINGER'S "CARRIER" TRICYCLE.
List Price, $195.00. Offered at $100.00.

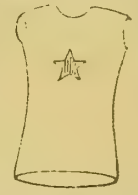
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(KING OF SAFETIES).
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J. PHIL. PERCIVAL, Los Angeles Cal.

One-mile State Championship, May 30th,
W. S. WING, Los Angeles, Cal.

Five-mile State Championship, Mav 30th,
W. S. WING, Los Angeles, Cal.

Half-mile L. A. W. Championship, June 4th,
COLIE BELL, Ottawa, Kan.

Ten-mile L. A. W. Championship, June 4th,
COLIE BELL, Ottawa, Kan.

25-Mile Road Race Championship of Minnesota, July, 31, 1889,
COLIE BELL, Minneapolis, Minn.

Half-mile L. A. W. State Championship, July 18, 1889,
W. I. WILHELM, Reading, Pa.

One-mile L. A. W. State Championship, July 19, 1889,
W. I. WILHELM, Reading, Pa.

Quarter-mile L. A. W. State Championship,
By W. I. WILHELM, York, Pa., Sept. 3d, 1889.

H. B. SMITH MACHINE CO., - - - Smithville, N. J.


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LIGHT ROADSTER

FOUNDED 1878

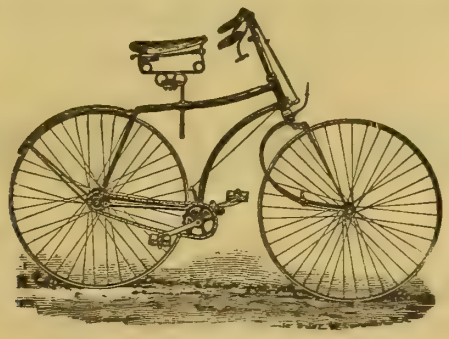
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BOSTON, 8 NOVEMBER, 1889.

Volume XX.
Number 2.



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Have been the leaders ever since they entered the market. This is why the best riders use them.

OVERMAN WHEEL CO., Makers,

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A Testimonial That Talks!

PHILADELPHIA, *September 29, 1889.*

STRONG & GREEN CYCLE CO.

Gentlemen:—In regard to the Quadrant Safeties which we rode through Europe this summer, we have nothing but the highest praise. Every man thinks his own wheel is the best, but we know it, and can prove it. Scotland, England, France, Italy, Switzerland, Germany and Holland, all failed to produce anything that could equal it in lightness, tough resisting strength, or durability. Of the six wheels which carried our party, all are now in perfect condition, in spite of the fact that one member buckled his front wheel by running off the road down a deep hill, and trying to tunnel the bank in England, and another tried to remove a Roman milestone by running into it at full speed. In each case the wheel yielded to the force of circumstances, but we sat right down, and by main strength brought them back into shape again, and I defy anyone to pick them out of the lot. The Dutchmen insisted that the spokes were too light, even in face of the fact that only *one* in the whole party gave way during the trip. But Mynherr refused to see it. Two of us weigh over 170 pounds each.

Yours Truly,

HOMER SYNNESTVEDT, 1821 Wallace Street.

MORAL:---If you want the very best wheel ever built, buy a QUADRANT.

SEND FOR NEW CATALOGUE JUST OUT.

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"All should send for copy of this extraordinary pamphlet."—"THE HUB," N. Y.
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"It is one of the great hits of the day."—MONTPELIER (Vt.) ARGUS.
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"We are indebted to it for some unique ideas on advertising."—CHICAGO COMMERCIAL BULLETIN.
The above extracts are selected from over a hundred complimentary notices.
We have from these notices received 2847 enquiries for copies of the catalogue, also nearly 1400 letters of commendation from people who received it and were pleased. Among the latter were several from gentlemen who are known throughout the world.
When we get over blushing we may continue the subject, but will spare our friends for the present.
We have on hand a few more of these catalogues which we furnish free to all who ask for them.

STERLING CYCLE CO., - - - - - - - - ***Newton, Mass.***

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This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON,
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New L. A. W. Lapel Buttons.

Made of fine rolled Silver Plate. Very neat and serviceable.

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SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

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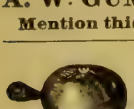
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FOR SALE—Victor Light Roadster, '88 pattern, in first-class condition. Not ridden over 500 miles; price, $65.00. A. B. REID, Clarion, Pa.

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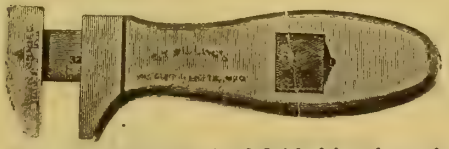
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Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



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Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

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INCER CYCLES

MADE FOR ROAD USE.

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NO BREAKAGES, NO MISHAPS

—IN THE—

Great Twenty-Five Mile Road Race,

GIVEN UNDER THE AUSPICES OF

THE BOSTON ATHLETIC ASSOCIATION,

Saturday, October 5th, 1889.

E. C. Anthony, on a 54-in. "APOLLO" LIGHT ROADSTER BICYCLE. First. Time, 1.36.17.
A. P. Benson, on a "SINGER" ROADSTER SAFETY. Second. Time. 1.36.44 2-5.

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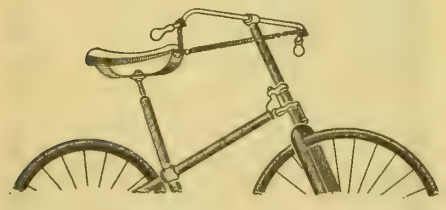
NEW MAIL

Values records of this sort rather than racing records. 'Tis a wheel for road use. In '87 and '88 also, W. F. Murphy rode over 12,000 miles on a New Mail.

Extract from BOSTON HERALD, Oct. 13.

Albert Beers of Everett is making a good bid for the Adams medal. He rode his 6000th mile of the season on Oct. 9. In the first eight days of this month he covered 485 1-2 miles. Mr. Beers has wheeled over 12,000 miles in the last two seasons.

MR. BEERS RIDES A NEW MAIL SAFETY.



This Safety Bicycle Bridle

is still in daily demand. Every mail brings us orders from all parts of the country and the trade are ordering them largely. A SIMPLE DEVICE for KEEPING the front wheel steady, and IT DOES IT.

We repeat what we previously said. It looks as though every Safety Rider in the Country is going to have one. Only $1.50 by mail. We are sole Agents. Discount to the trade. Surely send for Second-Hand List of Bicycles and Safeties, just out. One New Mail Safety, second-hand, used but little, $85.00. One Humber $85.00, and one Premier, $85.00.

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 8 NOVEMBER, 1889.

FROM limited information at hand it seems that Mr. J. R. Dunn of Ohio will go into the officers' meeting with New England practically a unit for him as President. Several of the Western States (Ohio of course) seem to be leaning strongly towards the gentleman from Massillon. Pennsylvania and New York have not, so far as we can learn, indicated which way they will go. A Philadelphia paper makes an appeal on behalf of Mr. Mott, while our correspondent "Hawkshaw" seems to think that "My Maryland" will be a popular tune in the Empire State, on what facts he (Hawkshaw) bases his conclusions we know not.

Mr. Luscomb's friends have not yet shown their hands, and as two of the principal divisions together with several Western and Southern States are still a sort of *terra incognita*, politically speaking, the New York gentleman's chances in the *melee* are not yet fully defined.

So far as facts and rumors indicate, Mr. Dunn holds the strongest hand up to the present writing.

THERE is a little breeze in racing circles on the Pacific coast, and a slight friction between the California Division Racing Board and the National Racing Board.

It seems that "Senator" Morgan, during his professional tournament, offered a medal for a five-mile amateur race, to be run under L. A. W. rules. Mr. Doane, the Chairman of the Division Board, told the men who proposed to enter that if they raced he would suspend them. On the other hand, Mr. R. A. Smyth, a member of the National Racing Board, took the ground that as the race was announced to be run under L. A. W. rules their status could not be affected. Smyth's advice was taken, the race run, and immediately Chairman Doane notified Chairman Davol that he (Doane) had suspended the contestants (Messrs. Turner, Pogue, of the California Division, and Monroe, of the Rhode Island Division) from all California tracks, and requesting Chairman Davol to suspend these men from all tracks in the United States. Chairman Davol has very properly refused to accede to Mr. Doane's request and does not recognize the Division Chairman's right to suspend from the Division tracks, even for good cause.

The race being announced and run under L. A. W. rules, the action of Chairman Doane was wrong. The status of the contestants is in no way affected.

THE Maryland Division Highway Improvement Committee mean business; witness the following head lines of an appeal which was printed in the Baltimore *Herald* of November 4:

"LET US HAVE LESS MUD!

WE MUST HAVE BETTER PAVED STREETS.

ATTENTION!

WHEELMEN, HORSE OWNERS, BUSINESS MEN, PEDESTRIANS AND ALL WHO USE THE CITY'S STREETS."

The appeal then goes on and urges the support of *all*, irrespective of party, to vote for a given list of candidates to the City Council, who have pledged themselves in favor of better city pavements. We shall await the result of this movement with more than common interest, and we hope to hear that the candidates in favor of better streets are elected by a large majority.

QUITE an original idea comes to us from the "tight little isle." As an incentive to good road building and maintenance, the cyclers of Newcastle-on-Tyne, England, propose to offer a cash prize to the road menders in the vicinity of Newcastle, who during the past season have kept their sections in the best condition.

THE attention of cycle manufacturers, present and prospective, is directed to the article headed the "Springfield Bicycle Company," on page 35. There is a grand chance for some one to secure a cycle factory equipped and all ready to start up at a moment's notice.

CHIEF CONSUL BULL'S letter on the championship question occupies space in this week's issue, and is worthy of careful perusal. In proposed changes of racing By-Laws, under fifth and sixth clause, he hits the nail pretty squarely on the head. If these changes are embodied in the racing rules it will effectually head off the custom of athletic non-League clubs from appropriating the fast racing men of the country, after the manner of the Berkeley Athletic Association, for instance.

AMONG the names mentioned prominently for a position on the National ticket is that of Mr. C. S. Davol, the Chairman of the Racing Board. A better selection for preferment at the hands of League members could not be made, and were it not for the fact that we consider the position of Chairman of the Racing Board is most eminently fitted to the man who now occupies it, we should be pleased to see Mr. Davol elected a "Vice." Mr. Davol has performed the duties as Chairman of that most important committee in such a way that we want to see him retained, and we believe that his continuance in that office would be a most gratifying method of recognizing his faithful work as Chief of the Racing Board.

There is work cut out for the Racing Board during the coming season, and we know of no better way to have that work successfully accomplished than by retaining the services of Mr. Davol, in the position he has so satisfactorily filled during the past season.

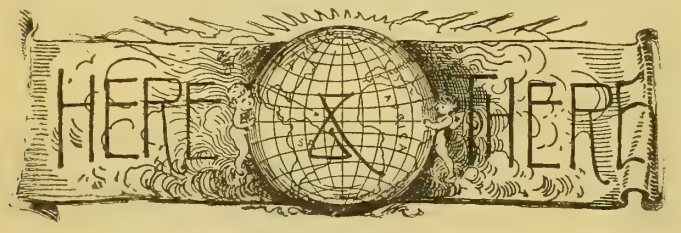
MUCH has been said in these columns lately as to the way the League National Championships should be decided. There seems to be consension of opinion on the chief point that district champions should be brought together and that they should compete at the National events. We are thoroughly in accord with this idea and it is only in the matter of a few minor details that our correspondents and contributors differ.

Given, therefore, the grand central principle that hereafter the National Championships must be run between men who are the flowers of the racing path, North, South, East and West, we can safely leave the matter of detail to our most efficient Racing Board.

That the legitimate expenses of the men competing in the district championships be borne by the clubs to which they belong, and the legitimate expenses of the men competing in the National events be paid by the Division to which they belong. We also are most heartily in favor of it.

As expressed by many of our contributors, "let the National Championships in the future be run by men who are district champions!"

FOR a position on the National ticket, as one of the Vice Presidents, we hear the name of Chief Consul Emery, of Massachusetts, strongly put forth. Dr. Emery is another man who can stand squarely on his record as being a faithful worker in the fold. As a resident of the Bay State we cannot but feel gratified that his name is so favorably connected with that of honorable promotion.



BOSTON NOTES.

"TONEY."

As the time set for the holding of the L. A. W. National Assembly approaches, the interest in the annual election materially increases, and although there is yet no solid or substantial foundation upon which the wheelmen can base their opinions, they are assiduously at work conjecturing upon the next board of officers. Though opinion seems to vary as to the candidate for the Presidency, there is no doubt whatever, in the minds of many, that Messrs. Mott and Dunn will be nominated for that office. Both have been endorsed by their respective Divisions, and both are great believers in road improvements. The Massachusetts men will undoubtedly advocate the nomination of Dr. Emery for one of the Vice-Presidencies, and they would probably nominate him for the Presidency, did they not know that two stronger candidates will be in the field. Rumors have it that Charles S. Davol will be nominated for 2nd Vice-President, but it is stated on the best of authority that Chairman Davol will not allow his name to be used in that connection. This is certainly good news, as the racing interests require that the energy and ability of the most efficient Chairman that has ever presided over the deliberations of the Racing Board, should be exercised a little longer.

"ALLEY" WILTON, of the Dorchester Bicycle Club, a protege of Messrs. Benson and Doane, is developing into a long-distance rider. He recently purchased an establishment in Providence, R. I., and as soon as things are straightened out a little, proposes to ride from Dorchester to Providence and return, every fair day.

ONE of the most enjoyable parties yet given in Melrose was the second annual assembly of the Melrose Cycle Club, which was held in Eastman Hall last Wednesday evening. This organization has recently received a great impetus and its officers propose to take an active part in wheeling during the coming season.

AT the invitation of Captain Kehew, of the Cambridgeport Club, I occupied an orchestra seat at the Boston Theatre last Friday evening, and, together with other members of that club, witnessed the performance "of the grandest aggregation of specialty artists on the continent." There is hardly any need stating that the wheelmen thoroughly enjoyed themselves.

THE growth of cycling has been so great within the last few years that many persons who still look upon it as a childish sport will be surprised at the number of prominent business men who find relaxation from the conduct of their affairs by an active use of the wheel. Beginning with this week I propose to show that most of the Captains of the different bicycle clubs in the Commonwealth of Massachusetts are well known, not only in cycling but in business circles. This week I present a short biography of Captain H. W. Robinson, of the Charlestown Rovers. There are many genial fellows in the little cycling world of Boston, but probably none can boast of more friends than "Hen," as he is familiarly called. Henry was ushered into this world of sin and woe on the third day of January, in the year of our Lord 1861. As soon as he was able to hold a spelling book he was sent to the common schools of Charlestown, and after years of hard study graduated from the High School with considerable honors. In the spring of 1886 the club of which he is Captain was organized, and he was one of the charter members. Although he claims no title as a fast rider, he is considered as one of the best all-round riders of Charlestown, and has gained that distinction by hard and persistent work. Captain Robinson is particularly modest in giving me a sketch of his and the club's career, and writes: "The club is simply a road-riding club, without ambition for track or road racing." Now anyone that knows a little about the Rovers will not gainsay that some of its twenty-seven members can show their hind wheel to many who claim to be fleet road riders. Captain Robinson at present occupies the position as head book-keeper at the establishment of the Jamson Consolidated Store Service Co.

DENVER.

"OCCASIONAL."

YOUR very timely councils in your issue of the 25th have been noted. It has always been my idea that the members of a division should "go to work and help" their Chief Consul. With that end in view, I tendered my services (such as they are) to Mr. Hartwell immediately after his appointment. It was to help him that I mentioned those items in my last. That they have served their purpose is shown in the advice given by you to the wheelmen of Colorado, for which please accept thanks, as it is bound to do good.

THE Social Wheel Club's five-mile road race was to have been ridden Sunday, November 3d, but that fickle thing (that I had bragged so much of), the "glorious climate," was against us. A four-inch carpet of the beautiful is spread over everything. This is the earliest snow storm, by two months, that Denver has enjoyed (?) in years. The race has been postponed one week. I will send results.

WHAT has become of Gerwing? Bob left here in August, and it was said that his destination was Wilmington, and that he would take part in the great road race at that place but accounts of that event fail to mention his being there. Gerwing is a good one on the road, and we would like to see him have another go at Dampman, who rode away from Gerwing at Buffalo last year.

THE inaugural hop of the Social Wheel Club took place Wednesday evening, October 30th, at Martine's handsome new academy. About seventy couples enjoyed the excellent programme of dances, until a late hour. Although the number present was small to what it would have been had the weather been more propitious, all report the affair as a *Social* success. The club is satisfied, as the financial portion isn't considered in these monthly hops.

EASTERN wheelmen, especially those in the vicinity of Niagara Falls, have written much in favor of the latter place for the League meet in 1890. It is all very well, boys. We know you can take care of all that come, etc,, but how long do you wish to do so? For several years the East has had the honor of entertaining the League members, and it has also derived the benefit of their presence in the shape of recruits—and money. Now the West is not greedy, but then it occasionally likes a bite of a good thing. I don't speak for Denver now, as she has no track this year, but in 1891 will be all right. In the meantime let some point a little nearer the Mississippi than the Falls are have a chance. Several of us Western people would like to attend, but we couldn't, you know, unless——!

"BABY" JACKSON, Captain of the Denver Ramblers, seems to think a little more of the Social Wheel Club than he does of his own. "Dame Rumor" has it that he tendered his resignation as a member of the Ramblers, but that the club refused to grant it. Had he succeeded in withdrawing from the "D. R.s" it is said that he would have joined the "S. W. C.s."

"HOD" KENNEDY, a fancy rider of some repute, and a resident of Denver, has been giving exhibitions throughout the country for several months past. He has done very well, but will not stay on

the road during the winter. Instead, he will return to this city some time in December, and embark in his old business—repairing.

SYRACUSE.

"SALINA."

We thought the cycling season in this city was about ended, but from the present outlook the ardor for a lantern parade has not been dampened in the least by the last shades of summer. At last the influential men of the city have taken an interest in cycling, and they feel almost as jubilant as we do over the completion of our first asphalt pavement. It is on James street, the finest avenue in the city, and as we glide over the asphalt it seems as if we were riding over a gigantic billiard table. The stretch is three-quarters of a mile in length, about half the distance on a hill. The street will be ushered into service with a lantern parade, which will eclipse anything of the kind ever seen here. Throughout the city young and old riders are organizing clubs for the occasion, and citizens are assisting vigorously. They will take care of the expense of everything, and promise that James street will be a glare of red fire and rockets. Two coasting races among the safeties will be a not minor attraction. Prizes will be awarded to the riders of the wheels coasting the longest distance from a starting point at the summit of the hill, and it will be a grand opportunity to determine which make of the safeties runs the easiest, as about fifty, of half a dozen different manufactures, will compete.

The prospect of a bicycle track here is almost positive, now that a new driving park will be built, with a fine half-mile track. A Syracuse Driving Park Association has been formed, and are negotiating for a tract of land easily accessible, and well suited for the purpose.

The newly-organized Knickerbocker Cycling Club is still in existence, though the early enthusiasm of its members has somewhat quieted down.

NEW YORK.

"HAWKSHAW."

The more the student of club life examines into the advisability of the "social member," the more he must become impressed with the fact that the ultimate future of any wheel club is seriously endangered by admitting to membership therein any individual not a rider. I have during the past eight years seen many examples of the inadvisability of non-riders being allowed to become members of wheel clubs, and I cannot now recall a single instance wherein, sooner or later, friction did not result from his membership. At the beginning, the non-rider is but the tail to the dog, but eventually the tail seems to out-grow the dog to which it is attached, and feeling its abnormal development at once proceeds to wag itself, and eventually the canine finds himself in the position of being wagged by his own tail, without any ability to prevent this very unpleasant and seemingly unnatural proceeding. In most cases the canine at once bethinks himself of amputation as a remedy, but at once discovers too late that such a course means death, but at last despairing of any other remedy, dies. The spirit and aim of a wheel club can only be maintained by members who are riders, and while often in its infancy, the financial aid of non-riding members may prove extremely desirable, yet it will be found in the end to be the borrowing of money at highly usurious interest. As a well wisher for the welfare of every wheel club, I would desire to impress this fact upon them, so that when the promised benefit of present good, in the form of non-riding members, be urged upon them, that they will not forget the future ills of such a course of action, and wisely decline to borrow assistance at the exorbitant interest that eventually they will be called upon to pay for it.

The slate maker has put in his appearance, and from this out we may expect to see the virtues and merits of the candidates for L. A. W. officers noted and extolled. Your last issue had an example of this. I don't want to go on record as being an applicant for prophetic honors, but I do want to say, that any slate maker who wants to become a success in his art, had better go to the nearest music store, and there purchase a copy of "My Maryland," and learn the same thoroughly. He will need it before the campaign is over. See if he doesn't!

A humorist in one of our dailies, recently decided that Wheeling, W. Va., should be the home of all cyclists, on account of its appropriate title. This is an old and rather moth-eaten joke. I can give him a better place than Wheeling. What is the matter with *Coasters'* Island?

Henry George, Jr., has joined the New York Bicycle Club. I shall expect to see his ideas of land value change considerably after he has taken his first header.

It looks like Niagara Falls would be the next meeting place of the L. A. W. A better one could not be chosen. It will silence the most determined club liar after he sees them, and we shall no longer be annoyed by any further narration of his exploits in the line of falls. It will please the temperance members, too, since these are water, not whiskey falls.

Old man "Record" seems to have formed a partnership here with the clerk of the weather. For the fifth consecutive Sunday now it has rained, and prevented his being slaughtered by a host of racing men, each of whom feels confident of adding his scalp to their lists of trophies. He can't escape, though, so the racing men say, and he is sure to die upon the course between Tarrytown and New York, on the very first Sunday that the sun will shine upon a decent road. He is an agile individual though, and not so easy of slaughter as many racers seem to think, and it won't do to order crape for use at his obsequies until after his demise has actually occurred.

BRIDGEPORT, CONN.

"NOSTAW."

An article which appeared in one of our evening papers the other day attracted considerable attention among local wheelmen. It gave a most thorough description of the poor condition of our public roads in Connecticut and offered some good advice to the selectmen and others in authority who have charge of the care of our public highways. The author is a prominent physician who is quite an enthusiastic cyclist. His modesty, however, compels him to remain incognito, and so he signs himself "Carriage and Bicycle." Such articles as these will, in my judgment, do a great deal toward the promotion of this great movement.

The "Rambling Wheelmen" are contemplating taking a run to New Haven some Sunday. But those roads, those terrible roads compel the boys to think a long think before doing so. Nevertheless they will get there sometime in the near future providing the weather permits.

There are thirteen members of the Rambling Wheelmen who do not intend to get left, as far as athletic exercise goes, when the weather becomes too cold for riding. They have organized a football team with Fred Trilton, Manager; Charles Read, Secretary; and H. S. Hudson, Captain. The first game will come off with some out of town club on Thanksgiving Day.

The Bridgeport Bicycle Club expect to give a number jolly "smokers" as well as several pleasant social entertainments during the coming winter months. Their receptions last winter were a great success, and the proposed events for the coming season promise to be equally so.

The Rambling Wheelmen will inaugurate their social season about November 20th, with a smoker. The whist tournament will also be under way in a few weeks.

Wheelmen in this section of the country are unanimously in favor of Niagara Falls as the place for the next National League meet. No better place could be selected, and if the Falls are decided upon a party will undoubtedly be organized in this State to wheel there. The trip over the excellent roads in New York State could be easily made in about a week.

PORKOPOLIS NOTES.

"STAR."

It has been suggested that only L. A. W. members be allowed to participate in the parade, excursions, etc., of the meet of the Ohio Division to be held here next July. It is argued that no other organization permits outsiders to participate in its parades, and why should the L. A. W. We have some wheelmen among us who will not join the L. A. W. because they say they can enjoy all its benefits without joining. It is believed that the moral influence of such economical persons will amount to nothing. The way to make the League respected is not to lower its dignity by permitting them to enjoy its advantages unless they become members.

Those who would drag the League into politics in order to secure better roads are like the builder who in building a house began at the roof. Unless there is a demand by the public for better roads, few legislators will have the hardihood to enact such legislation, as they fear that by so doing they would lose their grip on their constituency. That is why the Tyron Bill, which was supported by the Ohio Divisions came to such an untimely end. What *is* needed is some way of educating the public to a realization that poor roads are a very expensive luxury. When that is done, the laws will come of themselves. The League, with its army of local consuls scattered around among the towns and villages of our country, has a splendid means of reaching the very people we want to educate. Thousands of copies of the pamphlets on road improvements, etc., could by this means be put where they would do

the most good. In time this leaven could not help but make itself felt. Spasmodic efforts by a few will acomplish nothing! It is only by united and concerted effort that we may expect to do any good.

If it is not yet decided where the February meeting of the National Assembly is to be held I would like to suggest that Porkopolis would be just the place If they will only come here we will shake up the shuck matrasses in the spare bedroom and put a new gourd at the spring.

The significance of the initials of our Chief Consul is no longer a mystery, they stand for "Muck-A-High!"

Otto Barth, who cut down his record in the last club race just thirty-nine seconds, believes if he can do that every time, he may some day wear the club medal—if only enough races are run.

"Little Lord Fauntleroy" says he will attend every club run next season if he can only get out from under Webster's thumb.

The "Duke" is with us again, the "Count" will soon follow, and then Gut Heil!!

HARVARD NOTES.

"KAY BEE."

Harvard has eight men training on the track this fall, seven of whom can beat three minutes. The interest in bicycling, and growth of the bicycle club is greater than ever before. At its last meeting it was voted to hold a hare and hounds run every week as long as the weather permitted.

The annual fall handicap road race will be held next Friday, the 15th. The Harvard Bicycle Club has also challenged the Yale Bicycle Club to a road race this fall, leaving all the conditions to the latter. Besides this the Harvard Bicycle Club is trying to make arrangements with the Technology Cycling Club for an annual fall road race between the two colleges, either for a challenge cup or banner, or for fun; and has offered, if Technology wishes, to use the $30 already won in the two former races as a nucleus for a challenge cup.

Greenleaf and Davis have gone out of training and will neither compete in the handicap road race, nor in the Technology race if it comes off.

The course for the road race will begin and end at Mt. Auburn, and extend fifteen miles through the Newtons and past the Great Sign Boards.

NEW JERSEY NOTES.

"NITRAM."

An adjourned meeting of the Board of Officers of this Division was held on Thursday evening, Oct. 31st, in the Hudson County Wheelmen's club house. Present, Chief Consul Dr. G. Carlton Brown, Vice Consul Dr. H. A. Benedict, Secretary-Treasurer Geo. C. Pennell, Jno. B. Lunger, Fred C. Gilbert and Frank L. C. Martin. The committee appointed at a previous meeting to draft a new set of By-Laws made its report, and after being voted on, section by section, the By-Laws were adopted. The road book question was thoroughly discussed, and a committee consisting of Messrs. Lunger and Benedict was appointed to look into the feasibility of getting up a book of maps similar to that of the Connecticut Division. Meeting adjourned at 10.30, after which the Hudson Countys entertained the visitors with music, by their world-renowned orchestra, led by Professor Theo. F. Merceles, Jr.

Mr. C. W. Higgins, of the H. C. W., has the sympathy of all, at the sad loss which he has sustained by the shocking death of his wife, which occurred on Wednesday, October 23d. Mrs. Higgins was a resident of Bayonne, on the Jersey Central Railroad, and was about to board a train for New York, when she was struck by an engine going in the opposite direction, and instantly killed.

The fair to be held from December 17th to 21st, by the Hudson County Wheelmen, already gives promise of a big success. The various committees are hard at work, and expect to have the programme out soon.

Great enthusiasm is displayed by the members of the Plainfield Bicycle Club over their second annual fall games to be held in Crescent rink on the evening of Thursday, Nov. 14. The committee in charge is doing its utmost to make it a big success, and considerable interest is manifested by both the Elizabeth Wheelmen and the Plainfield Bicycle Club over the tug-of-war in which they are to have an encounter. It will be remembered that these clubs had a pull at the last games given by the Plainfield boys, in which Plainfield won. Seats have already been secured by several out-of-town clubs, who will participate in the "smoker" to be given in the handsome club house of the Plainfield Club, immediately after the games.

The champion header taker of the Plainfield Bicycle Club has entered the sack race for November 14th. We wish him luck, and hope he will deviate from his former course.

LEXINGTON, KY.

"A. H. K."

Among so many reports of cycling doings in other sections I rarely see anything from wheelmen this far South. While our roads are not as good as some of the Northern brethren enjoy, and while we have fewer clubs by which to gain an insight into the social phases of bicycle life, still it shows a lack of appreciation on the part of Southern cyclists for the benefits derived from the bicycle, that they do not noise abroad the praise of the wheel through some of the various channels open to them.

Several advocates of the sport, I being one, made an effort to organize a club here, but it seems that the material was lacking among the older class of riders. However, there are four of us who increase our muscles every Saturday, by rides to neighboring towns, distant from twenty to fifty miles. Mr. Alf Brent and I rode to Harrodsburg last Saturday (October 19th). On the way we passed the railroad bridge of the Cincinnati Southern road. The track at this point is 286 feet above the Kentucky River, hence the name High Bridge. Thinking it an undertaking which involved but little risk, we rode across the bridge. The space between the ties was so small as to render it a very smooth ride, comparatively speaking.

LINCOLN, NEB.

"SIKLER."

Last Sunday (October 27th) five brave cyclers started out after dinner to circumcycle the city. We use "brave" advisedly, for the dust was something terrible in places, and these "places" were by no means "few and far between" In the party were two of our famous racing men, Mr. Kelly and Mr. Sullivan.

About three miles of brick pavement have been laid this season, and in addition to about five miles of cedar blocks make Lincoln a prominent wheeling centre.

The Lincoln Wheel Club, in a very prosperous condition, about twenty strong, has changed its quarters from No. 830 O street to No. 432 South Eleventh street. They will in a few weeks have their rooms in good shape, and will welcome all visiting wheelmen.

There are about a dozen League members here, but none of them seem to want their productions in print so I have "boned up" to carry through the operation.

J. A. Drain, one of our "flyers," has chased his wheel about 2000 miles in about two months and a half, including a trip to Denver.

On November 11th the club takes a spin to Omaha, sixty-five miles. There are already eleven who have registered for this run, and among the party will be two tandem safeties, about the first, I believe, in Nebraska.

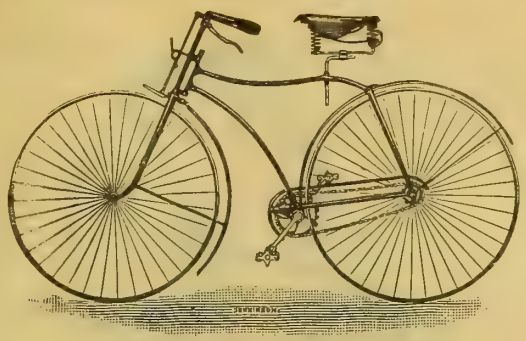
HARRISBURG, PA.

"CYC."

There was considerable talk among the wheelmen of the city last week over an article appearing in the daily papers, announcing a road race to take place Saturday, 26, from Dauphin to Harrisburg, and going so far as to name the contestants. As there was no foundation whatever for its publication, it was amusing to the supposed participants in answering their numerous friends' queries, and had it been a clear day, the river road would have been too full of vehicles for wheeling, race or no race, such being the enthusiasm. The truth of the matter was that a few of the Wheel Club mutually agreed to quietly try the run for the purpose of lowering the time made by Stone and Gerhardt (thirty-nine minutes to Upper Hotel Duphin to Market Square), and a later run made by the Fry brothers, on their tandem, in thirty-seven minutes, but there was to be no race, the men agreeing to start ten minutes apart.

Which recalls that great run of Chayne and Cook, over the same route, in thirty-three minutes in the spring of 1886. A majority do not believe that it was done, but it must not be forgotten that we have not the roads now that we had that season. We must remember that we had a spring freshet and ruined the once good road. To satisfy myself as to the run, I had a conversation with the above gentlemen, and they assure me that they did it with no apparent effort. The pace was made by a speedy two-horse team, and they were in shape for a fast run, having been in training for some time before, and I accept their word as true.

In my former notes I said that I doubted if that thirty-three minute run would be equalled, but I am ready at any time to recall it



"SWIFT."

The Swift is the strongest, lightest, simplest and swiftest Safety ever built. Why? Because we have been making cycles for 23 years, longer than any other firm in the business, and have made it a rule to have the best material regardless of cost. Look out for 1890 Swift Safety. It will have the same name. Why should we alter it?

COVENTRY MACHINISTS' CO.,

239 Columbus Ave., - - - - - - - - BOSTON.

SOMETHING NEW IN LANTERNS.

THE RAMBLERS, No. 1 AND 2.

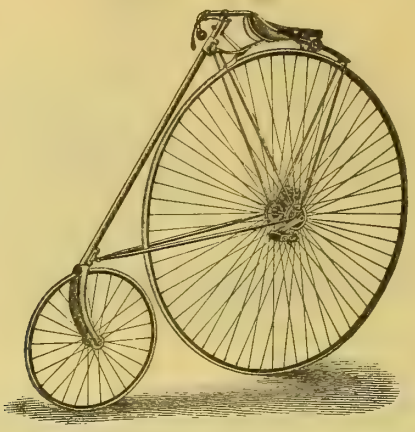
They cannot be shaken out.
They have a spring back.
They are lock seamed.
They positively do not rattle.
They light from the outside.
Their wicks can be raised from the outside.
They can be used on Safeties or Ordinaries, and are

The Best Built Lanterns ever put together.

Price, Rambler No. 1, Enameled, - - - - - $5.50.
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(The No. 1 throws the largest light.)

80-PAGE CATALOGUE ON APPLICATION.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.



ONCE MORE!

Van Wagoner and the Eagle to the front.

The great Wilmington 25-mile handicap road race October 19th, won FROM SCRATCH by Wm. Van Wagoner on a 46-lb. EAGLE. Time, 1 hour 37 minutes 52 seconds. Twenty-three starters and twenty finished.

What's the matter with the EAGLE?

IT'S ALL RIGHT!

IT DOES NOT FOLLOW TO ANY GREAT EXTENT, BUT GENERALLY LEADS THE PROCESSION.

Catalogue Free. Agents Wanted.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

I see that the Turn-pike Commissioners are making every effort to get the road back in old-time form, sparing no expense it seems' and when such men as the Fry brothers, Duke, Chayne and Roher make up their minds to do as well, then I want to grab my "Little Byc. and sit on the fence and see 'em scoot by," and be prepared to say to the WORLD that the "boys did 'em up." When will we have it, boys?

DETROIT, MICHIGAN.

"JUDGE."

THE first theatre party of the season given by the Star Club proved a great success. Twenty-four members attended "Kajanka," the spectacular attraction at Miners' last week. The boys occupied the front row of orchestra seats, with Beals the only bald head and married man in the party as "Mascot." The performance on the whole was enjoyable. The attractive faces and figures and a picturesque lack of costumes in the ballet proved vastly amusing to the boys.

THE day is not far distant when Detroit will possess one of the finest club-houses in the West. It is evident that all that was needed was a start. The Star Club have furnished this. Starting out one month ago with only twenty members, it secured a fine suite of rooms, centrally located, and has already doubled its membership. Now all that is needed is members. Let every Detroit wheelman who wishes to further the sport join this organization and in a short time we will be able to secure the much wished for club house.

I HAVE just heard from Frank Wheldon who left last week for Colorado Springs. He is much disappointed at not having taken his wheel, as the roads are excellent and the weather fine. Mr. Wheldon intends extending his trip as far west as San Francisco, and probably will be gone for three months at least.

JOSEPH BRESSLER and brother have just returned from a four months' trip abroad, having visited England, Germany, France and Italy. They praise the English wheelmen and say that everywhere throughout England they received a royal welcome.

NEWS AND COMMENT.

A. H. OVERMAN returned to Boston last Monday. He started on the Cunarder which broke down and had to put back into Queenstown, hence his voyage was protracted to one of twelve days. He has had a glorious time. His wife accompanied him, and is reported by Mr. O. as being a most excellent sailor. We are glad to hear of the gentleman's safe return, and we have no doubt he comes back from his vacation, and to work, with a renewed vim, and ready to "carry the war clear into Africa."

A WELL-KNOWN wheelman from the West writes: "We are for Dunn first, last and solidly."

DR. EMERY of Massachusetts, Atwater of Washington, and Mott of Baltimore, are the names we hear constantly mentioned in connection with a place on the National ticket.

"ONE of the first and strongest shocks of disgust that a foreign traveller receives on visiting this country, is that produced by the sight of our miserable roads, which in our vanity we sometimes denominate pikes. He is unaccustomed to such routes of travel, for in his country the money of communities is freely expended upon public highways, and the home government interests itself in giving to the people easy and convenient modes of access to markets and to trade centres."—*Exchange*.

THE Niagara Falls Bicycle Club has just moved into its new quarters. A fine large hallway presents itself to the visitors first. On the right is the parlor, handsomely furnished in antique oak, with leather upholstering. From this, folding doors open into the reading room, furnished in heavy oak. At the left, upon entering, is a small room handsomely furnished, which is used as a card room, and to the rear of this the pool room, containing a pool table of the newest design. From this a door leads into the billiard room, to the south of which is a refrigerator room. Back of the billiard room are the living apartments of the janitor. Ascending the stairs, to the left is the bath room and to the east a large hallway, which will be used as a gymnasium. The building is heated throughout by hot air and furnished with great taste, all colors blending in a pleasing manner.

"IT is not necessary to enter into an argument to prove the necessity of good roads; they are the *avant couriers* of civilization, promoters of intelligence, evidences of industry and constructors of trade and commerce. We all speak of the blazed bridle-paths and corduroy roads of a country as evidences of its barbarism; but when the people build good roads, churches, school houses, comfortable dwellings, towns and cities, trade and commerce rapidly follow."—*Exchange*.

RALPH TEMPLE sends us a postal card written from the top of the Eiffel Tower. He says: "I am at the top of the tower and have been four hours getting here—such a fearful crush. The view from this point is inexpressibly magnificient. Lovely Paris lies stretched far beneath. The Seine winds its silvery course through the city. To the South are the woods of the Bois de Boulogne. Every building of historic and romantic history in the city is visible. The superb glass roof of the Exposition building lies like an enormous soap bubble right at my feet. The fountains' sparkle and flash in the warm rays of the sun during the day, while at night time these fountains, illuminated by colored electric lights, present a scene indiscribable. The tower is the most wonderful example of modern engineering skill.

LAST week our types referred to Mr. Stringer as being of the Coventry Machinists' Co. We should have said of Singer & Co., of Coventry, Eng. The correction is made proper in that Mr. Stringer does not love Coventry Machinists' Co. *less*, but that he loves Singer & Co. *more*. A lunch and "a bottle" await the gentlemen interested.

THE use of vitrified fire brick in some sections of the West as a pavement has met with more or less success, according to the method of laying, the foundation used and the care in maintenance. An exchange says: "If the principal highways of the country were paved with fire brick, say to a width of ten or twelve feet, and the sides protected by a cheap fire brick curb, such as has recently been patented, with a common dirt roadway by the side for the passage of vehicles, we believe they would last 25 years, without any material expense for repairs."

REPAIRERS and second hand dealers take notice that the Singer Safety No. 60,672, stolen from E. B. Robinson & Co., of 398 Congress street, Portland, Me., has not yet been found. Make a mem. of the number and get the reward Robinson & Co. offer.

THERE is some vague talk about the February officers' meeting being held in Chicago.

THE "winter of our discontent" is upon us of New England, and the desire to face on a bicycle a cold northeast wind possesses us not.

GRANT BELL is now willing to be reinstated into a full possession of amateur rights.

THE 72-hours professional race lately held at Toronto, Can., was a dismal failure. The projectors are said to be out $2000 cold cash. If so, we are sorry for "the projectors."

LAST week the road racing team of the West End Bicycle Club, Rochester, N. Y., composed of C. J. Conolly, Frank Chamberlain, Fred. H. Smith, L. G. Mabbett, C. J. Iven and Nathaniel Roe, in celebration of their great victory, enjoyed an elaborate supper at the residence of Robert Leadley, captain of the club, on Favor street. The evening was pleasantly passed and the hospitality of Mr. and Mrs. Leadley heartily appreciated.

IT is the intention of the Hudson County Wheelmen, of Jersey City, N. J., to hold a mammoth fair at their club house in Jersey City, from Dec. 17th to 21st, 1889, inclusive. Particulars will be given later.

IN commenting on the Indianapolis to Cincinnati fake by members of the Chicago Club, Verax, in the *Athlete*, says: Not half of the successfully perpetrated fakes have found the light of day. I am a confidante to some myself. I should be as ashamed as the principals were I to publish them. They are too nasty. It is not necessary, however, to pry into the archives of the past." Now we think it a duty that Verax owes to himself and to the sport that he lay bare the facts of the fakes to which he has been a "confidante."

THE cyclers of Buffalo, N. Y., complain that it is not safe for a rider to pass through certain sections of the city. He is sure to be assailed by "a storm of venomous words" accentuated by a volley of brick-bats, stones and other missiles.

BUFFALO wants a track for bicycle racing exclusively. By the way, what has become of the track built last year under Ducker's supervision?

BRINKER and Milley, of the Buffalo Club, will ride a match mile tandem race with Iven and Chamberlain, of the West Ends of Rochester, probably on the 16th.

THE Buffalo Bicycle Club is within twelve members of the limit, 150.

THE date fixed by the West End clubs (of Rochester, N. Y.) annual dinner is November 13. It will be held at Teall's. The club will give a grand carnival and entertainment at Washington Rink, December 3d.

VAN WAGONER is after records. He and Weld want the twenty-five-mile tandem record, and Van himself wants the fifteen-hour road record.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

At a meeting of the Wilmington (Del.) Wheel Club a motion was passed prohibiting members of the club from riding under any athletic association colors.

The Salt Lake City Wheelmen are making an effort to lease from the city for a term of five years, a portion of Washington Square. The object of the club is to so improve the grounds as to fit them for all kinds of legitimate athletic sports, including bicycling, base-ball, cricket, polo, and all other kindred games and entertainments.

W. W. Taxis, the crack racing man, who had such phenomenal luck on the path this season, has competed in fifty-five races, and won thirty-seven first, nine second and four third prizes. He rides under the colors of the Schuylkill Navy Athletic Club, not being a member of any bicycle club.

"Senator" Morgan and his wife will not leave California. Morgan says that San Francisco is one of the finest cities in the Union for his line of business, and in future he will engage in short races throughout the State.

Norfolk, Va., has an ordinance providing that any person using signs or signals of the police department shall be fined not less than five dollars nor more than twenty. As the police have decided to enfore this law against bicycle whistles, cyclers are given the tip.

The Hartford, Ct., Wheel Club's annual dinner will be held November 13.

In recognition of the kindness and hospitality shown the contestants in the late big Buffalo to Rochester road race by Mr. and Mrs. W. Love, the members of the West End Club presented Mr. and Mrs. Love a handsome French clock.

The Salt Lake City *Herald* quotes the World copiously but does not credit. Why for?

We have received the late copy of the Massachusetts and Rhode Island Road Book, corrected and enlarged. It is an excellent work and reflects credit on the compilers.

Our St. Louis correspondent in alluding to the "Fleet Wing Outing Club" of that city inadvertanly wrote it "Fleetwood."

The Queens Bicycle Club of Queens, N. Y., will hold a shooting tourney for the benefit of the club fund. It will only be open to bona fide members of bicycle clubs, teams to consist of three men each, ten shots each off hand, at 115 yards, at a 100-yard Creedmore target. A handsome trophy will be awarded the winning team, and a handsome gold medal to each man on the winning team. A special medal to the man making the highest individual score will also be given. The shoots will be held once a month in the months of November, December, January, February and March, on the Queens Bicycle Club range, at Queens, L. I.

Cards announcing the marriage of Dr. W. G. Kendall to Miss Clara May Mosely, Oct. 30, have just been issued. We were aware that the happy event was set down for some time this fall, but we were much surprised to have the first "official" announcement come in, to the effect that the affair *had* taken place. The genial Doctor stole a march on us, but our congratulations are none the less hearty and our well wishes for their happiness none the less sincere, because the Doctor did take this important step so very quietly.

One of the neatest and most useful little pamphlets we have seen in a long time is that issued by H. G. Rouse, of Peoria, entitled "Hints to Lady Cyclers." It contains 16 pages of good solid advice and hints on all points of how to dress, how to ride and how to take care of machine. The book is cheap at the price (10 cents), and can be procured of H. G. Rouse, Peoria, Ill.

WEBB HEARD FROM?

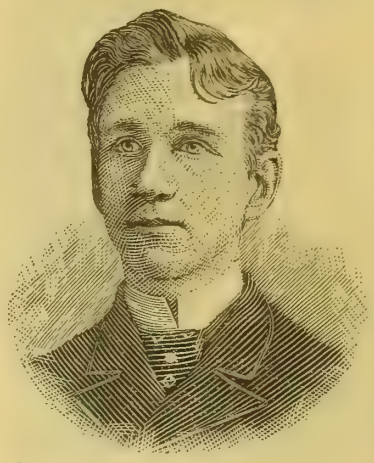
We have it from what appears to be an authentic source that the bicyclist Webb, who it was supposed took a neader from the north-end bridge near Springfield, Mass., and was drowned in the Connecticut River, is alive and living in a Western town.

Moreover, it is rumored that he has written a letter to his sister, who lives in Holyoke, explaining his motive for running away and leaving the bicycle in such a position that it might be supposed he met his death by accident.

It is also said that Webb has "disappeared" four times before, under much the same circumstances. All manner of rumors concerning Webb are afloat in Holyoke and it is not unlikely that Webb is still alive.

What motive he could have had in running away is not known. —*Springfield News.*

WM. PLATTE ROBINSON.



Last week we published an article headed "Missing," giving an account of the mysterious disappearance of Mr. Robinson from Lake City, Minn., on Sept. 6th. Since that time no authentic news has been received of him. Certain clues in Wisconsin are now being followed up, and it is urged on every wheelman of that section to use every effort to discover and make known his fate. The accompanying cut is an excellent likeness of the unfortunate young man. A liberal reward will be paid for his body or effects, or for any information leading to a recovery of either or both. Information may be given to or obtained from Geo. F. Benson or H. A. Hubbard, Lake City, Minn.; Ass't Gen'l Supt. Collins, C., M. & St. Paul R. R., Minneapolis, Minn.; John F. Miller, Columbus, Ohio, or H. E. Robinson, Richmond, Ind.

HE IS "INCHING ALONG."

Tom Roe's injury to his ankle has been the means of making his progress across the continent not only one of greater difficulty, but at all times he has suffered more or less pain. 'Tis hard enough to make the ride with all the members of the body in nice working order, but to have a sprained ankle to contend with, in addition to the other and natural difficulties, would have been justifiable cause for taking to the train and "giving it up." Roe, however, seems to be made of sterner stuff, and it looks as though he would accomplish his mission, as the Chicago *Herald* representative, G. K. Barrett, met Roe at Trinidad, Colo., and will coach him in, and aid him in every legitimate way possible. Heavy rain and snow delayed Roe in crossing Colorado, and the roads were so bad that it took him six days to cover 170 miles. At Garden City, Kansas, he was about fifty miles behind schedule time, but unless he strikes more blizzard weather he will catch up on that. The snow in Colorado and Kansas was from three to five inches deep, and for a day or so Roe and Barrett were storm bound. The roads and weather are described as simply terrible.

Things looked better at Garden City, Kansas, and indications for clear and cool are cheering. Weather permitting, a large delegation of Kansas City wheelmen will go out to Hutchinson and ride back to Kansas City with the nervy tourist. A large delegation of Chicago wheelmen will go to Kansas City on a special train, and ride back to Chicago with Roe. The ride between these two cities will take about six days. Roe is due in Chicago about the 14th.

PROVIDENCE WHEELMEN'S THEATRE PARTY.

"A 'stag' party of between 50 and 60 of the Rhode Island wheelmen attended the performance of the 'Rag Baby' at the Gaiety Opera House last week. They occupied a square section of front seats on the left side of the parquet, and the solid patch of young men attracted a good deal of attention from the rest of the audience. The party evidently exerted more or less influence on the piece, that resulted in some improvements, or at least alterations in author Hoyle's work. 'Old Sport,' instead of making his usual grand entrance on the last lap of a walking match against time, appeared last evening mounted on a bicycle. It took four men and the brindle dog that figures in the piece to hold him and the bicycle up and trundle him a ross the stage. 'Old Sport' had a wheelman's helmet on his head and said that he had made 16 miles in 16 hours, but 'Van Wagoner had beaten him.' Van Wagoner being the crack bicyclist of this territory the cyclers applauded his name. The tramp, who, by his usual lines is run over by a hearse, announced for this occasion only that he had been run over by a bicycle. There were sundry other 'gags' and personalities interesting especially to the half a hundred cyclers present and the orchestra introduced a bicycle whistle and bell into a galop they played. The theatre party was the first of the winter's season of entertainments that the wheelmen are wont to indulge in, and Messrs. Howard L. Perkins and Nelson H. Gibbs were the committee who engineered it.—*Journal.*

THE MEDFORD CYCLE CLUB'S DANCING CLASS.

THERE was revelry by night out at Medford, on the 30th, and the official croakers of the Medford Cycle Club were petrified into unprecedented silence.

The occasion was the opening of the "dancing class" and the series of accompanying assemblies, which the club has been advertising for the past month. The most patient and scrutinizing of entomologists can find no "specimens" on the M. C. C., and when it goes into a thing, it goes in *deep*. Its committee engaged the Opera House, and Prof. W. S. Stokell for instructor, advertised extensively, and ran up the expenses to such a figure that the croakers were bathed in ecstatic bliss for weeks together. But the more the croakers pawed the air, the harder the club hustled, and it is a famous band of hustlers.

On the opening night, October 30th, Messrs. Newcomb and Perry (the originators of the scheme) and the rest of the commmittee and club, were early on hand, and the changing expressions on their faces as time went on were simply kaleidoscopic. From 7 to 7.30 they wore a look of haggard care. About 7.30, however, a close observer could have seen the faint traces of a coming smile, which at 7.45 was broadening and deepening. At 7.50 they simply beamed and radiated happiness, when the doorkeeper announced that the hoped-for number of pupils had been reached. At 7.55 Newcomb and Perry were seen to solemnly shake hands and drop each a happy tear. At 8 o'clock, with over 200 pupils on the floor, and no perceptible diminution in the stream of arrivals, joy reigned paramount. Old feuds were forgotten and forgiven, new friendships cemented in the common gaiety, and it is even reported that "Ralph," in the mad joy of the successful stockholder, offered a friend a cigar. But as the moments passed, and the big Opera House floor was seen to be insufficient for those already inside, and still the block at the door got thicker and deeper, and the hallways were crowded, and the stairs were well nigh impassable, a look of pleased perplexity began to grow on the faces of the committee. And at 8 15, when Prof. Stokell began the lesson with a class of 230—and more coming—it gradually dawned on the managers that they were being given a surprise party of Eiffelian proportions. And they went up to the club rooms over the hall, to plan a brown-stone front, bay-windowed club house.

Prof. Stokell handled the big class with experienced ease until 10, when it was dismissed, and the floor cleared for general dancing. All through the evening buyers of "assembly" tickets had been pouring their shekels into Treasurer Barker's retentive grasp, and when first violinist Powers gave the word, and the eight starters of the M. C. C. orchestra got away beautifully on the first waltz, there were 200 dancers in the hall.

General dancing followed till midnight. The club has put through many enterprises of startling originality, and has achieved some famous successes. But its dancing class and assemblies bid fair to out-do anything in the money-making line heretofore attempted, and as a social and enjoyable success it is simply brilliant. Lessons and assemblies will continue on each Friday evening hereafter, till January 3, when the series will close with a final ball.

TEE DEE.

IMPORTANT DECISION.—$500 DAMAGES.

LAST week we received and printed the bare decision in the case of Goring vs. Kennedy. The decision of Judge Barnard is given below in full:

"Barnard, J. The defendant (Kennedy) is not the owner of the dog which occasioned the accident, but the evidence, although conflicting, establishes the fact that the defendant harbored him. Originally, he was tied by his owner in the defendant's barn while he was sick, to protect defendant's property. The defendant in person, after the middle of May, 1889, adopted this act. He then told Walker, who was assaulted by the dog, that he kept the dog on his premises to protect his wood-pile, but that one Hoolihan was the owner. This evidence is supported by the evidence of other witnesses, that both before and after the attack upon Walker, the dog was seen tied up on defendant's premises. On different occasions he was about the premises untied. On the occasion in question, when plaintiff (T. E. Goring) was thrown off his wheel by the dog, he was with the defendant's hired man under the defendant's wagon, and quite a distance from the residence. The owner lived near by, but this dog, after the 9th of May is not shown to have been on his premises. The evidence convinces me that the defendant harbored the dog. The defendant had notice of his vicious propensity. Walker told him of his assault upon him, and the defendant ordered the dog to be kept tied up. The plaintiff was injured. He was thrown off his wheel upon a stone on the side of the road. He testifies that he has since been lame. It is proved that after this occasion the plaintiff was upset while driving in a wagon The proof does not show that this accident inflicted any injury. The plaintiff was injured, therefore, by the dog. It is a given question as to the amount of the injury. The physicians differ. Drs. Wood, Porteous and Powell testify to a hip injury. Dr. Parker made a careful examination, and he can discover no injury. Dr. Porteous differs from Drs. Powell and Wood as to whether the injury is permanent. The proof is sufficiently doubtful to justify a finding against the permanent nature of the injury. It may be permanent, but it cannot now be so predicted.

Assuming, therefore, an injury, but not a lasting or very painful one, I deem five hundred dollars a sufficient compensation for the injury to plaintiff and his wheel. Judgment will be awarded accordingly."

IS IT RIGHT TO RIDE ON THE SABBATH?

THIS question has come up once more, in an article published in the WORLD of October 25th, written by Mr. D. W. Barker. The author of this communication is evidently on the "wrong tack." While some of his statements are to be admitted, he is manifestly wrong in others.

Although the 'Sabbath of the Bible and the modern Sunday *are* different as to the day of the week, they are the *same in morality*. The New Testament, while it does not perceptively set apart any special day as the Sabbath, it preserves, of course, all the moral law of the Old Testament which is forever binding; and therefore that part of the moral law which pertains to the Sabbath *is continued*. We are taught throughout the Scriptures that we are to observe one day out of the seven as the Sabbath, and, although the Sunday of the present time is *not* the Sabbath of the olden time so far as the day of the week is concerned, it is a day that has *always* been set apart by Christian nations for special religious worship and rest, the law of our land requiring that this day be not broken. Mr. Barker says that the "essential idea in the commandment is the prohibition of all labor." True, but the writer mistakes the meaning of Scriptures at this point.

The Sabbath is certainly a "day of rest, a cessation from all toil, a day of refreshment and re-invigoration, to prepare the mind and body for another week of toil," but the question is, how are we to refresh ourselves in the best, i. e, the *truest way?* We are plainly taught how to do this by the Bible. Our minds are to be turned toward God and engaged in His *special* service on this day in seven that He appropriated for His own holy use. Some say we cannot publicly worship all day; this is not expected. No, we are not to spend the entire day at church, but there are many duties that are required of us, such as visiting the poor, the sick, the afflicted, ministering in various ways to the needy. Mr. Barker seems to live for himself only, and does not remember that he owes much to his fellow-men. God plainly set Sunday apart for His service, and we should turn our thoughts to Him on that day and by so turning our minds from worldly cares and thoughts, refresh both mind and body for the labors of the week.

We always hear the same argument, if it can be called an argument, viz., "I am shut up in my store or office all the week, and have no time for riding, except on Sunday." Don't let us mislead ourselves in such a way as this, but ever bear in mind that the Sabbath is not *ours* to do as we please with. If I cannot take any time from my *own* service for riding, I have no right to take any of the time away from God that he has set apart for Himself. He has given us six days, surely we can spare Him one. True, the "Sabbath was made for man, not man for the Sabbath," but, as has been well said, "it was made for man's *use* not his *abuse*." The Sabbath *was* made for man's use, but man *cannot* choose the way in which he is to spend it, and thereby throw aside all Scriptural teachings. The Sabbath was made for man's use, i. e., for man to use as a day of rest and re-invigoration, and I have already spoken of the teachings of Scripture as to the best way of resting our minds and bodies, i. e., by a change of mental occupation. How any man can say that he "protests against any attempt to dictate to him how he shall use the Sabbath, I cannot see, for we are so plainly taught the proper way to observe God's Holy day in His Book. If a man is so confined as to the body that he can only find time to ride on Sunday, it is the fault of that state of society that makes it necessary for him so to confine himself. At any rate, no man can presume to think that he can be, in any way, "a law unto himself."

Clarksville, Tenn., Nov. 2d, 1889. J. R. WILSON, JR.

SPRINGFIELD BICYCLE COMPANY.

AT a largely attended and harmonious meeting of the creditors of this company at the Court of Invsolveny in Boston last Friday, Mr. E. S. Mansfield, lawyer, 42 Court street, was unanimously elected assignee and was thereupon appointed to that office by the Court. It is understood, although not authoritatively announced, that the

assignee intends to immediately solicit bids for the purchase of the entire plant formerly belonging to the company at the well equipped factory at Highlandville, to be submitted to him before the twentieth of this month, to give those who desire to at once enter upon this profitable business, an opportunity to do so.

CORRESPONDENCE.

[The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]

MR. SHRIVER WRITES HIS LAST WORDS.

Editor Bicycling World: My controversy with Mr. Mott has "dragged its slow length along" until very probably your readers are beginning to tire of it, so I will close my case with a brief summing up and let my worthy antagonist hammer away at his hobby in peace hereafter, so far as I am concerned. In the first place I should explain that I have never met Mr. Mott and know nothing of the nature of his business, so that I am entirely guiltless of any unpleasant intention in my references to the river and harbor bill, and am even now ignorant of what may be his associations with that bill. I am perfectly ready to admit that this bill and its companion, the "pork" bill (which, by the way, you printed "Park" in my last letter) contain some necessary appropriations and that such intererst as I am sure Mr. Mott has in them is perfectly proper; but on the whole I think the almost unanimous voice of the press is correct in pronouncing them gigantic steals.

The navy and fortification dispute was a digression, pure and simple, and I will not follow Mr. Mott in it further; though on looking it up a little more, he may perhaps find that I am simply quoting from the best and most recent authorities in citing my opinions. I do not wish to make any comparative display of knowledge on either military or political topics, but simply to recapitulate my grounds of objection to Mr. Mott's plan to improve the highways through the method of a Congressional appropriation, for which the surplus is to be tapped. These are, first—That I do not believe it is constitutional, and that we will therefore waste our energies by following up a false scent.

Second—That I do not believe it is practicable, and that the League will make itself ridiculous rather than useful in trying to do something probably beyond its power to accomplish.

Third—That I do not believe it is expedient, as nothing that is really an "interstate highway" is wanted. The United States, like other civilized nations, moves its troops and mails by railway, and all the other needs instanced by Mr. Mott are strictly local ones, to be properly met by local action.

Fourth—That it will drag the League into politics in the most objectional way, by placing it on one side of a great politcal issue, as to which its members necessarily disagree. Mr. Mott's failure to appreciate this, even when presented to him, is evidently accounted for by his statement that he does not understand the difference between free traders and protectionists, a difference that is the sole thing with which the politics of to-day are concerned.

Free traders oppose spending the surplus, because they claim that the proper thing to do is to abolish the taxes which make the surplus, and that all these plans to dispose of the money are simply plans to evade the real issue, and put out of sight one of the results of the burdens which have been placed upon industry in the interest of the monopoly. For the same reason they oppose abolishing the whiskey tax rather than the tariff tax, a phase of the discussion that surely anyone must have heard. What I have said of free traders applies, only with less force, to those who are tariff reformers only, and who must equally object to being parties to any schemes to "get rid of the surplus" in this manner.

[We think (if we have read aright) that Mr. Mott is distinct in denying that his scheme was for the "avowed purpose of making employment," etc. The employment of men is simply a component and not the chief end for which Mr. Mott argues.—ED.]

Further than this, a great many League members who are neither free traders, or tariff reformers even, if their attention is called to it as I have endeavored to do, will object to have their organization father a scheme for the spending of government money with the avowed purpose of making employment, the Socialistic part of the Mott programme. Such members may object on the general ground that they don't think that the public treasury should be used for relieving private wants; or they may go deeper and argue that such a policy only aggravates the evil of industrial distress, which can be cured only by striking off the shackles from industry through the removal of taxation from trade and improvement, and the opening up of natural opportunities for labor by making it unprofitable to withhold these from use on speculation; but on whichever ground their objection is founded, they can hardly be expected to lend their countenance to measures to which they are conscientiously opposed.

Finally, this last letter of Mr. Mott's suggests another very grave reason why his scheme should not be taken up by the League; in the intimation that its success is to be attained through what may be plainly called a process of lobbying, the details of which it is not safe to make public. With this I will leave the discussion, which I do not wish to make interminable.

Yours truly, E. J. SHRIVER.

A PROTEST.

Editor Bicycling World: Under the caption "Berkshire and the Hudson" in the issue of the WORLD of Oct. 25, a wheelman has the following to say about the visit of his party to North Adams:

"We did not, however, meet the Local Consul; in fact, we understood that though Captain of a club which had not sufficient interest to keep any headquarters he had never seen fit to procure any wheel of his own. It would seem, accordingly, that his appointment as Consul must have been somewhat accidental."

The slur on our Local Consul, Mr. John Kane, is as unwarranted as it is contemptible, and could have emanated but from one source, that of a certain jockeying wheelman whose business methods have placed him under the ban of all respectable cyclers, and who has been but recently re-instated into the League, from which he was suspended by Chairman Davol, for crooked work on the race track.

Allow me to say a few words regarding the club referred to and its Captain. The Berkshire Rovers is the only League club in the county of Berkshire, and practically the only club of any kind in North Adams, for while it numbers a score of riding members, the other local club can boast of but a quarter of that number. Capt. Kane, probably the most popular wheelman in town, owns and rides a wheel at the present time and has owned and ridden various makes in the past. He is easily found by visiting wheelmen, and has always a warm welcome for them. He is also a perfect encyclopedia of local road information, and his appointment, therefore, as Consul, far from being accidental, was a most excellent one.

Your correspondent's statement as to lack of interest among club members is amusing. We not only have cosy headquarters to which all visitors may make themselves at home, but there can be no club in the country whose members are more enthusiastic over wheeling. Not a week has passed since early in May that the boys have not taken a run to some more or less distant point, frequently of two or three days' duration. I send with this a photograph of twelve of the members, taken October 20, just previous to a run to Hoosac Falls, twenty miles distant. Be kind enough to print this vindication of Mr. Kane, and oblige,

Yours fraternally, A. W. MABBETT, 22,664,
Secretary League Club 234.

MR. BULL ON THE CHAMPIONSHIP QUESTION.

Editor Bicycling World: In common with other members of the L. A. W., and with some of the bright minds of the cycling and sporting press, I have views concerning methods of giving and conducting championship meetings, and find myself unable to longer repress myself.

Boiled down, my plan is designed to develop more and better racing, and to draw more clubs into the League, while holding closely to those now members.

There is no disguising that the L. A. W. is in danger of losing what little racing prestige it has gained. Most of the fast riders of the East, those distinguished for their racing abilities are identified with athletic organizations other than those which are members of the L. A. W.

More than this, bicycle race meets are being given three times for one by athletic clubs as compared with cycling clubs; meets which are open to any amateur, and at which costly prizes are offered. The Amateur Athletic Union itself is giving *bicycle championships* at its Eastern, its Western, its all-round and its annual championship athletic meetings, not to mention those which are held by wheeling organizations, not closely identified with the L. A. W.

It appears to be the fact that a great popular interest in wheeling just now is in racing, and that it is a growing one. Nothing seems plainer to the writer than if the L. A. W. does not reform and revive this department of its work, if it does not do something to prevent the gradually slipping away of so many of its crack riders, that much of that which has in the past gone to make the League so successful, will be conspicuous by its absence.

Naturally enough I want to propose some amendments to the By-Laws of the L. A. W., as follows:

First—There shall be a Racing Board in each State Division, which shall have full control over all matters pertaining to Division championships and racing by League organizations within their respective States, subject to the L. A. W. Racing Board.

By "all matters" it is understood, of course, that the State Board will decide where the State championships shall be held, and when, and any and all other points that may arise, subject, etc.

Second—The annual meet of the L. A. W. shall be held not earlier than September 15th in each year, where *all* National championships shall be contested by holders of State Division championships.

Third—The annual State Division meets shall be held at least ten days before the annual meet of the League, at which winners of State Division championships, at club meets throughout the season, shall be prepared to defend (or to forfeit) their titles, if challenged prior to date of said State meet; but no competitor having been defeated at a club meet for the State championship shall be allowed to challenge the winner during the same season.

Fourth—Any L. A. W. club may pay actual travelling and hotel expenses of competing members, or cost of repairing wheel, either at State Division or L. A. W. championship meets; and State Divisions may pay actual travelling and hotel expenses, or cost of repairing wheel, of holders of State Division championships at L. A. W. meets.

Fifth—No competitors in any State Division or League championship shall ride for, in the name of, or wear the colors or the emblem of any club or organization not a member of the L. A. W.

Sixth—No competitor at any State Division or L. A. W. championship meet shall compete for (or wear colors or emblem) of any organization which is a member of the L. A. W., unless said competitor shall have lived within fifty miles of the headquarters of such organization for at le st one year, or unless said L. A. W. club is the League club nearest the place where said competitor has lived at least one year.

Seventh—A wheelman who has competed at State Division, or National L. A. W. championships under the colors of an L. A. W. club shall not be permitted to compete for any other L. A. W. club at any subsequent State or National championship meet until after the expiration of one year from said former competition unless by permission of the club for which he first competed, or unless said club shall have practically ceased to exist.

It would appear to me, Mr. Editor, that most, if not all, of these proposed changes speak for themselves.

No one for a moment will claim that our present system of scattered L. A. W. chamionships tends to let the real champion win or even tends to get most of the "champions" together.

By distributing the State Division championships to various "clubs" a local as well as a general interest would be stimulated; and by permitting L. A. W. clubs to pay actual expenses of members, we should be assured full entry lists, and all the crack men as starters.

There is no use in trying to identify the word "amateur" exclusively with "a gentleman of means" and leisure. It cannot with justice be done. A rider who has never received money or other valuable *compensation* for riding is as much an amateur as anyone, and no specious definition can make him otherwise. When it comes to representation at the National Meet, the State Divisions being permitted to pay expenses of State Division championships, would practically insure our having the California and Oregon champions present no matter where held.

By what authority do we claim to be better judges of pure amateurship than another? The A. A. V., with its forty-five clubs and 17,000 members, last year paid the actual expenses from New York to Detroit to its championship meeting of from one to five athletes from each of the Eastern clubs sending competitors.

As planned by me, racing would be good all through the season, because if a local man won a State Division championship early in the season, he would be compelled to keep in training to defend his title at the State Division meet, and he could afford to do this as he would be allowed to accept his actual expenses from his club.

My plan, too, as you have no doubt noted ere this, would go far to prevent wealthy cycling or athletic organizations from securing fast riders from weaker clubs, in order to scour the country, and scoop championships, as entries will have to be from L. A. W. clubs solely, and from clubs within fifty miles of which the competitor has lived for at least one year.

Good racing talent would be drawn out by this plan, for no entry would be received at the National Meet, except from winners of State Division championships.

As these suggestions would, if considered advisable, revolutionize our present system of championships, and necessitate amendments to the L. A. W. By-Laws. I would like to have them discussed by all interested members of the L. A. W., by the present efficient Chairman of the Racing Board, C. S. Davol, and by such racing experts as H. E. Ducker, Sam Clark, G. R. Bidwell, Van Sicklen, Berger of St. Louis, Gideon of Philadelphia, Mohrig and Cook of San Francisco, Goodman of Hartford, Merrill of Springfield, Elliot Johnson, Barkman, Potter of Cleveland, Fred Jenkins, and Rouse of Peoria, also by Editors Dean, Prial, and Miles, particularly by the latter. His Western association plan being somewhat in the same line as the changes proposed by myself.

I trust this plan will receive full and free discussion at an early date. If the plan is considered practicable, it will be necessary to give at least thirty days' notice of the proposed amendments to the By-laws before the February meeting of the Board of Officers.

Buffalo, N. S., Oct. 30th, 1889. W. S. BULL.

INHOSPITABLE TREATMENT.

Editor Bicycling World: Last Sunday Mr. Paul W. Adams and myself rode from Quincy toward Rockland, when it commenced to rain quite hard, as we were passing through South Scituate. Thinking it would be nearer to get the train at Hingham, we hurried back and put up at the Cushing House, as we had two hours to wait for a train. We were wet through entirely, and asked the proprietor to give us a warm room and something to eat. He said he could not give us a warm room, much less anything to eat, as dinner had been cleared away, and he did not care to disturb the servants. We finally prevailed upon him to give us some hot coffee.

I think the members should most certainly be warned in regard to the treatment they may expect to receive there. A man who keeps a hotel is supposed to be a public servant, and as I had a very bad cold I asked him to give us what may be called some extra attention, for which we were only too willing to pay. I must add that we feel very indignant and trust you will give this article prominence in the WORLD. GEORGE H. BROWN,

Quincy, November 2d, 1889. No. 23,910.

CYCLING ART, ENERGY AND LOCOMOTION.

(*SCOTT.*)

THE above is the comprehensive title of a book by Robert P. Scott of Baltimore. In dealing exhaustively with the title subject Mr. Scott starts from the very foundation, and we find in Chapter II. the question, "Can we improve on the Creator's metods?" discussed. From that point, having answered in the affirmative, takes us through successive chapters, showing the best and most direct application of power, "The connecting link between the leg of nature and the wheel of mechanics." In Chapter VI. he deals with the application of power to cycles, balancing, potential energy, hill climbing, &c.

Chapter VIII. is "Comparison of the curves of translation, in a machine of which the diameter or combination of wheels differ, of a point taken in the same relative position on the several saddles—Consequent concussion and effect on momentum."

Then follow chapters on anti-vibration, springs in saddles, gearing, the rear-driving safety, tandems, and so-called rational bicycle, bearings, cycle construction, patents and hobbies form Part First, nearly 200 pages. The above epitome of subjects will give an idea of the scope of the work. In treatment Mr. Scott is thorough, and he spares no pains, either in words or diagrams and drawings (with which the work is copiously illustrated) to establish facts and prove his theories. It is a book that no one who is interested in the science of cycling can afford to be without, and in the writing of it Mr. Scott has proved himself to be one of the most thoroughly posted men on the art of cycling in this or any other country.

Part Two of the work is alone worth the price of the book as a record of some useful and many absurd inventions in the cycle line. As Mr. Scott says, Part Two is "designed rather to amuse than instruct." This part contains about 100 pages and illustrations of the remarkable and ridiculous products of the would-be inventor, and only goes to show how prolific the inventive mind can be on occasions in producing "monstrosities." Many of these illustrations have been printed at intervals in the WORLD of about four to five years ago.

The whole book shows conscientious work, and a tremendous amount of it withal. The typography, paper and get up of the book are far in advance of anything of the kind ever published. It is deserving of a generous reception at the hands of cyclers. It certainly is useful, unique and entertaining, and those who desire to know something about the science of cycling more than the usual "Rule of Thumb," cannot afford to be without a copy.

[J. B. Lippincott & Co., Philadelphia; cloth, 305 pages. Price, $2.

A RUMOR is floating through the general press of the country to the effect that Miss Farrar has been appointed Local Consul at Toledo, Ohio. The official announcement has not yet been made of such appointment, though from what we hear it is likely that such announcement will be made. If it becomes a fact, we shall expect to see all the tourists passing through that section make a long stop at Toledo, and that Miss Consul Farrar will be in constant demand by gallant cyclers in need of consular directions and advice.

THE ADAM'S MEDAL.

We would respectfully ask those who are to compete for the Adam's mileage medal to send in the results and figures. We append below the cyclometer record of Mr. Albert Beers of Everett, Mass., and we must say the figures indicate that Beers has got a big show for the medal:

Oct. 1	43 1-2	Oct. 18	41
Oct. 2	81	Oct. 19	70 1-2
Oct. 3	69 1-2	Oct. 20	102 1-2
Oct. 4	58 1-2	Oct. 21	45 1-2
Oct. 5	66 1-2	Oct. 22	79 1-2
Oct. 6	40	Oct. 23	101 1-2
Oct. 7	41	Oct. 24	34
Oct. 8	85 1-2	Oct. 25	36 3-4
Oct. 9	74	Oct. 26	53
Oct. 10	83 1-2	Oct. 27	36 1-2
Oct. 11	32 1-2	Oct. 28	43 1-2
Oct. 12	59	Oct. 29	40 1-2
Oct. 13	47	Oct. 30	45 1-2
Oct. 14	00	Oct. 31	71 1-4
Oct. 15	82		
Oct. 16	73		1852
Oct. 17	122		

Mr. Beers in sending his log says: "You will find several checkers below, and will gladly furnish more if you wish it." H. D. Hutchins, Malden, Mass.; Geo. H. Drummond, Cambridgeport, Mass.; G. J. McArthur, Oak Grove, Malden, Mass.

Boston, Mass., Nov. 6, 1889.

The cyclometer used by Mr. Albert Beers is one made by our company. It is for a 30-inch wheel, registers 672 revolutions to the mile. It was properly tested by me, and I have frequently examined it to see that the mileage was correct. It was used on the rear axle of a New Mail Safety, and the distance registered is correct.

Joseph Butcher,
Supt. of the Butcher Cyclometer Co.

RACES AND RECORDS ON ROAD AND TRACK

[Notice.—Those who send us in reports of races will oblige us by seeing that initials of competitors, handicaps and time in full, are given in all cases.—Ed.]

AT PHILADELPHIA.—The following telegram from "Ariel," dated Philadelphia, November 6th, says:

"W. Van Wagoner yesterday broke the Lancaster Pike record, of 48.10, from Paoli to Fifty-second street, doing the distance of fifteen and one-quarter miles in 47m. 41 4 5s."

IRVINGTON—MILBURN, N. J. COURSE.—We take from the New York *Sun* the results of the several events run over the above named course on Election Day.

Twenty-five mile club handicap of the Kings County Wheelmen: J. McLean, 12m.; H. Wiegand, 9m.; J. Weller and C. Isbell, 9m.; J. Bedford, 7m.; I. Bowdish, 6m.; W. Steves, 6 m.; W. Marion, 5m.; T. J. Hall, Jr., 3m.; J. Bensinger and C. Murphy, 2m.; W. Murphy and F. Hessee, scratch. T J. Hall finished first; J. Bensinger, second; C. Murphy, third, and W. Marion, fourth. Time, 1.33.34 4-5. Scratch man's time was 1.55 22.

Ten-mile club handicap, Brooklyn Bicycle Club.—G. Quimby, 4m. 30s.; W. Meeteer, 4m. 30s.; J. Sheffield, 3m. 30s; F. Coningsby, 2m.; F. Borland, 1m. 45s., and H. Bradly, scratch. J. Sheffield finished first, F. Coningsby second, W Meeteer third, J. Quimby fourth. Time, 38m. 45 4-5s. Best time made by F. Coningsby, 36m.; scratch man's 36m. 25s.

Ten-mile championship, Prospect Wheelmen—Five starters: won by W. T. Shannon; R. Wulff, second and V. Valentine, third. Time, 41m. 30s.

Ten-mile handicap, Elizabeth Wheelmen—Eight starters; won by W. Caulkins, 6m.; J. Dripple, second, and J. Pennell, third.

Ten mile scratch, for unattached wheelmen of Brooklyn: eight starters—Won by G. Holland; R. Miller second, and A. F. Feltmeyer third. Time, 41m. and 20s.

Ten-mile handicap, Atalanta Wheelmen—Messrs. Jones, Crane, and Congleton, 7m.; L. A. Edwards, 5m.; Messrs. Thorne and Rummell, 2m.; Messrs. Russell, Dodd, Brock and Swain, scratch. L. Thorne finished first; E. Congleton, second; H. Jones, third, and F. Brock, fourth. Time, 42 minutes.

One-mile, club, Hudson County Wheelmen, for Benedict medal; six starters. Won by E. T. McLoughlan; E. A. Day second.

FROM ELIZABETH, N. J., a correspondent writes: "The cyclers of the Oranges had a rare good time, October 31st, at the Park rink, under the auspices of the O'Rielly Zouaves, at their annual fall indoor games and ball.

The bicycle events were surprises, as the favorites all had to watch the rear wheel of a comparatively 'unknown' boy. He rode an ordinary while some of his competitors rode safeties. [If this is true, we fear it is a case for the Racing Board.—Ed] The unknown boy, Mr. Harry Wade, has been riding only four months, but he managed to capture the one and two mile races. The track was an eleven-lap track, and Wade won the two-mile race in 7.45. The outcome of these races is a probable challenge to Wade, by the defeated men, to ride a five-mile road race." [Our correspondent omits the names of the other competitors. Neither does he give the time of the one-mile event. We wish correspondents would give *all* particulars, as requested at head of this column. Such reports as above are very unsatisfactory for record.—Ed.]

AT YONKERS, N. Y.—New York Bicycle Club and Riverside Wheelmen. Results from the *Sun*:

Five-mile handicap, New York Bicycle Club twelve starters, won by J. Van Buren, seven minutes' handicap; G. Nesbitt, scratch, second; W. Hanson, scratch, third. Nesbitt rode the distance from scratch in 17 1-3 minutes; winning time, 24 seconds.

Riverside Races—Half mile scratch, ten starters, won by F. Miller; J. N. Judge, second; time, 1 minute 27 seconds. One-and-a-half-mile safety, four starters, won by F. Cossett; T. Ward, second; time, 5 minutes 45 seconds.

Two-mile handicap, twelve starters, won by F. R. Miller, scratch; J. Judge, 75 yards, second; time, 6 minutes 48 seconds.

One-mile novice, nine starters, won by W. C. Barker; F. Olmstead second; time, 2 minutes 58 seconds.

Five-mile scratch road race championship—Twenty-one starters; won by W. C Barker; F. R. Miller, second, J. W. Judge, third. Time, 18 48.

AT HARVARD.—The two bicycle races at the fall handicap meeting of the Harvard A. A., last Friday (Nov. 1st), were among the most interesting events of the day. First came the two-mile ordinary race. W. B. Greenleaf, '92, and K. Brown, '91, were scratch, with Barron, '91, Tweedy, '93, and P. W. Davis, '93, at 150 yards, and Goodrich, '93, at 300 yards. When the pistol was fired Barron went off at a rattling clip, closely followed by Tweedy and Davis. The scratch men did not gain at all on 150-yard men during the first mile, although the latter gained fast on Goodrich. On the back stretch of the fifth lap Brown, who had been following Greenleaf, took the lead, and went after the handicap men with a vim, but was unable to catch them on account of the pacemaking abilities of Barron. On the back stretch of the last lap Davis spurted and looked a sure winner, but Tweedy had profitted by his defeat the Monday before, and on the home stretch spurted finely, and came in half a length ahead of Davis, with Barron third, Goodrich fourth, Brown fifth, and Greenleaf sixth. Time, 6 04 1-5.

The two-mile safety race had three starters: R. H. Davis, '91, and Bailey, '91, scratch; and P. W. Davis, '93. 300 yards. This was the prettiest exhibition of head work that has ever been seen at Harvard. Davis had only trained three or four days for the race, and was not nearly in his best condition, and the general opinion was that Bailey would have an easy job to beat him.

At the word "go" Baile took the lead and set the first half mile, in 1m. 29s. This was pretty fast for Davis, in his poor condition, and he set the next half in 1m. 38s. P. W. Davis came in 100 yards ahead of the scratch men, but the race between the two latter was very exciting. On the back stretch of the last lap Bailey, despite the best efforts of Davis, forged ahead, but Davis stuck to him, and by a truly magnificent spurt on the home stretch, beat Bailey by a foot.

Kay Bee.

AT NASHVILLE, TENN. — The 24-hour State road record received a shaking up a week ago, at the hands of J. H. Barham and H. J Slack. Starting at 3 A. M., on safeties geared to 57 and 60 inches respectively, they rode to Lebanon and breakfasted. Then on to Murfreesboro,' 26 1-2 miles distant, at which place they arrived at 10 30. Shelbyville, 25 1-2 miles distant, was the next objective point, arriving there for dinner at 1 45. About one hour was spent here, and then the men mounted and started for Nashville via Eagleville, Triune and Nolensville, arriving in Nashville at 10.20. They were gone just nineteen hours and twenty minutes. Their stoppages included about three hours and the distance traveled was a fraction over 139 miles. The actual riding time was sixteen hours and twenty minutes.

The roads were fair to bad, though some excellent surfaces for short distances was ridden over. Care was exercised in checking the men at the places they passed through. The distance made, 139 miles, now stands as State record.

IN ENGLAND.—The fifty mile tricycle road record was, on Oct. 15, broken by W C. Goulding, the holder of the 24-hour tricycle road record. G. P. Mills' record of 2h. 53m. 25 sec., made about a year ago, was the record Goulding was after. He covered the distance of 50 miles, from Hitchen to Peterborough, in 2h.

50m. 20 sec., thus getting inside by 3m. and 5 sec. He rode a Muswell, geared to 60 inches.

AT EAST PROVIDENCE, R. I.—Last week a match road race took place between Napoleon Bedard of the E. Providence Bi. Club and H nry Scott of the Sydenh m Bi. Club. The distance run was about 19 miles, and was won by a margin of about 4 minutes by Scott in 1h. 21 3-4m. At the turn, about 9 1-2 miles, Bedard had a lead of nearly 3 4 of a mile, owing to an accident to Scott's wheel. Scott changed wheels and by hard sprinting caught his man about two miles from the finish and won as above.

AT COLUMBIA, PA.—A bicycle road race was held among the wheelmen of Columbia, October 29, for the championship of the town. The race was from the top of Ragtown hill on the Lancaster pike to Mountville and return. The contestants were Samuel Arnold, W. L. Oberlin, Dawson Fornwalt, John Fissel, John McLaughlin and John Brubaker. Arnold won, making the good time of 27 1-2 minutes. The time made by the others is as follows: Oberlin, 28; Fornwalt, 28 1-4; Fissel, 29 1-2; McLaughlin, 32 1-2. [Distance not given—ED.]

IN ENGLAND.—A. J. Sheen of the Cardiff United Cycle Club, made an attempt on Oct. 19, at the Sophia Gardens track, to reduce the standing quarter-mile record for safety bicycles, and succeeded in lowering it by 2 2-5 seconds. About 1000 people were present, and much excitement was shown. Mr. Gee fired the pistol, and the time was taken by Pembroke Coleman, official timekeeper to the National Cyclists' Union. Sheen later on came out and had a try for the flying quarter, and lowered that by 1 3-5 second, doing the good time of 32 1-5 seconds.

AT QUEENS, L. I.—"At the recent trials of speed on the Queens, L. I. track William Murphy of the Kings County Wheelmen established a three-mile safety record—time, 10 minutes and 9 seconds—and a five mile safety record—time, 16 minutes and 45 seconds, which was only one minute slower than the five-mile ordinary record, held by Al Banker."—*N. Y. Sun.*

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SUFFERERS are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result is that a simple remedy has been formulated whereby these distressing diseases are rapidly and permanently cured in from one to three simple applications made at home by the patient once in two weeks. A pamphlet explaining this new treatment is sent free, on application, by A. H. Dixon & Son, 337 and 339 West King street, Toronto, Canada.—*Christian Standard.*

MR. J. RUGGLES WELD, JR., for about a year head salesman of the Springfield Roadster Company, has been engaged to occupy a responsible position with the Pope Manufacturing Company. Mr. Weld, who is one of the most popular salesmen in the country and well known from ocean to ocean, will spend a part of his time on the road. Last week we noticed the fact that the Pope Mfg. Co. gave half holiday of each Saturday, and we are further advised that they further grant a whole holiday to each of their employees each month. This liberality is most commendable.

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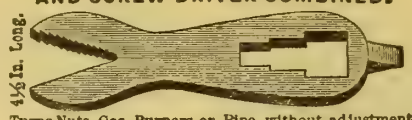
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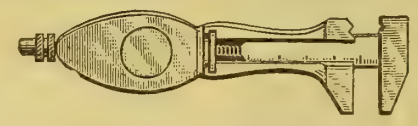
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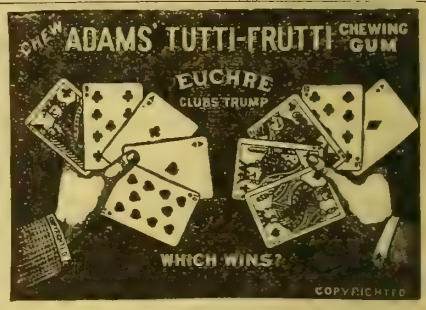
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Harry H. Hodgson.....New Orleans, La.
George Collister.....Cleveland, Ohio.
Robt. A. Smyth.....San Francisco, Cal.

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Missouri Division.

I have the following appointments: Chas. Barney, Local Consul for Jpolin; F. B. Quisenberry, Local Consul for Sedalia.

The following hotels have been appointed as League head-quarters and the certificate of appointment should be found hanging in their offices. Members will please report any hotel not complying with this part of the agreement.

No. 1. Kirksville, Hotel Steele, regular rates, $2.00 per day. To L. A. W., $1.40, meals and lodging, 35 cents.

No. 2. Maryville, Linville Hotel, regular rates, $2.50 per day. To L. A. W., $2.00, meals and lodging, 50 cents.

No. 3. Kansas City, Coates Hotel, regular rates, $3.50 per day. To L. A. W. $3, meals and lodging $1.

No. 4. Moberly, Grand Central Hotel, regular rates, $2.00 per day; to L. A. W., $1.50, meals and lodging, 40 cents.

No. 5. Knob Noster, Elliott House, regular rates, $1.50 per day: to L. A. W., $1.00, meals and lodging, 35 cents.

No. 6. Brookfield, Babbs Hotel, regular rates, $2.00 per day, rates 1 50, meals 35 cents, lodging, 50 cents.

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No. 8. Carrollton, Jacobs Hotel regular rates, $1.50; to L. A. W., $1.00, meals and lodging, 25 cents.

No. 9. Huntsville, Rutherford House, regular rates, $2 00; to L. A. W., $1.50, meals, 35; lodging, 45 cents.

No. 10. Columbia, Powers House, rates, $2 00 per day, meals and lodging, 50 cents.

No. 11. Bobringville, Hotel Bobring, rates $1.00 per day, meals, 25 cents; lodging, 35 cents.

No. 12. Fenton, Western Hotel, rates, $1.00 per day, meals, 20 cents; lodging, 20 cents.

No 13. Clayton, Authenrieth Hotel, rates, $1.00 per day. meals, 25 cents; lodging, 25 cents.

No. 14. Bartolds, Bartolds Hotel, rates $1.00 per day, meals, 25 cents; lodging, 25 cents.

No. 15. Palmyra, Dudleys Hotel, regular rates, $2.00 to L. A. W. $1.50, meals and lodging 50 cents.

No. 16. Miami, Miami House, regular rates, $2.00; to L. A. W., $1.50, meals, 35 cents; lodging, 50 cents.

No. 17. Oakfield, Mrs. Smiths, rates, 60 cents per day, meals, 25 cents; lodging, 25 cents.

Fraternally yours, ROBT. HOLM, C. C.

Missouri Division Road Book.

The road reports have now been all compiled by the undersigned, kindly assisted by Messrs. W. P. Grath and G. E. Wetzel, and as soon as corrections and alterations have been made contracts will be let to issu the book early in the spring. The book could be gotte

out now, but would be of little value as the riding season is about over. It has therefore been decided to issue it early in the spring. Fraternally yours,

ROBT. HOLM, C. C.

Suspension.

The amateur standing of Messrs. Fred Hood and S. G. Spier of San Francisco, having been questioned they are hereby suspended from the race track pending investigation. Amateurs are warned not to compete with them.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

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C. C. Iowa Division.

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Williamsburg, T. T. Osburn.
Winterset, Chas. D. Howell.
What Cheer, J. S. Chipman.

J. B. GREEN, C. C. Iowa Division.
Des Moines, Iowa.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 214—Total 55—11,675.

BOSTON, Nov. 8, 1889.

CALIFORNIA DIVISION—1—400.

Unattached.

25367 Ralston, L. C., 576 8th st., Oakland

COLORADO DIVISION—1—46.

Unattached.

25375 Heath, W. R., 808 15th st., Denver

CONNECTICUT DIVISION—6—684.

Connecticut Bi. Club.

25392 Wilson, Frank B., Drawer 45, Hartford

Unattached.

25376 Ashcroft, A. B , 25 Main st., "
25388 Carey, Frank S., 45 Wadsworth st., "
25389 Glover, Thomas, 58 Seymour st., "
25390 Smith, Lucian P., 17 Talcott st., "
25391 Stratton, James D., 7 Hamilton st., "

ILLINOIS DIVISION—1—829.

Unattached.

25377 Gibson, Frank P., 48 So. Carpenter st., Chicago

IOWA DIVISION—2—124.

Des Moines C. C.

25370 Chase, Will P., Des Moines
25371 Hume, J. C., "

MARYLAND DIVISION—1—518.

Unattached.

25393 Harmon, E., 111 South st., Baltimore

MASSACHUSETTS DIVISION—4—1551.

Unattached.

25379 Thorpe, Wm. H., 34 Fan'l Hall Square, Boston
25378 Clark, Samuel, 14 Greenwich Pk., "
25394 Freeman, Carlos D., care A. H. Sweet, Norton
25361 Lobben, T., Box 599, Worcester

MINNESOTA DIVISION—1—132.

Minneapolis Bi. Club.

25381 Davis, Sherman I., 1014 Nicolett ave., Minneapolis

MISSOURI DIVISION—8—308.

Fleetwing Outing Club.

25263 *Meyer, Miss Daisy B.*, 3400 Morgan st., St. Louis
25365 *Ripley, Miss Nellie H.*, 3884 Delmar ave., "
25364 *Ripley, Mrs. Jno.* 3016 Lucas ave., "
25363 Ripley, Jno , 3016 Lucas ave., "

Unattached.

25367 Gardner, Wm. T., 1012 Olive st., "
25366 Smitjer, D., 1012 Olive st., "
25372 Pauley, Grant, Carthage
25395 Matthews, John G., Box 46, Kirkwood

NEW HAMPSHIRE DIVISION—1—70.

Unattached.

25396 Sawyer, F. B., Littleton

NEW JERSEY DIVISION—3—576.

Hudson Co. Wheelmen.

25399 Thomiar, G. C., 85 Hoboken avenue, Jersey City
25397 Christian, Geo. M., 116 1-2 Harrison avenue, Jersey City

Unattached.

25398 *Eveland, Mrs. Ella V.*, 90 Monticello avenue, Jersey City

NEW YORK DIVISION—5—2052.

Independent B. C.

25400 Wilson, Harry W., 1037 Third avenue, New York

Kings Co. Wheelmen.

25382 Hutten, Edwin P., 23 Maiden Lane, New York

Unattached.

25381 Jones, S. La Mott, 74 East 87th st., New York
25385 Engel, Dan E., Lyons
25386 Schmid, Otto B., L. Box 27, New Paltz

OHIO DIVISION—8—831.

Athletic C. C.

25401 Doob, Leo., 132 W. 3d, Cincinnati
25402 Hirsch, Edward, 58 Carlisle avenue, "
25403 Rauh, Is. L., care Louis Stix & Co., "
25404 Seinsheimer, H. A., 321 West 8th, "

Crescent Wheelmen.

25405 Roth, C. H., 36 Wheeler st., Cincinnati

Cincinnati Bi. Club.

25415 Murray, Elbert, Box 645, Cincinnati

Unattached.

25373 Hentz, Michael, 24 Western avenue, Cincinnati
25383 Lessner, J. S., 12 So. Market, Springfield

PENNSYLVANIA DIVISION—7—1358.

Edgerly Bi. Club.

25368 Crawford, J. Gordon, Camp's Ship Yards, Philadelphia

Frankford Bi. Club.

25410 Milnor, Wm., M. D., Penn and Allen streets, Frankford

Wissahickon Wheelmen.

25407 McConaughy, Alex, 98 Herman street, Germantown
25408 Rebmann, H. F., 24 Mehl st., "

Unattached.

25406 Henson, Wm. F., 4441 Germantown av., "
25409 Ward, Joseph T., 4657 Wakefield street, "
25374 Reese, Frank J., Box 871, Pittsburg

RHODE ISLAND DIVISION—6—323.

Unattached.

25414 Lockwood, James T., Box 44, Apponaug
25387 Armington, Arthur H., 40 Courtland st., Providence
25384 Fuller, James, 56 Candee st., "
25411 Jenks, Richard P., 40 Linwood ave., "
25412 Leake, Thomas C., 314 Potters ave., "
25413 Coons, Louis S., 150 Main st., Westerly

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... ..... *Name*,..... ....

Club,..... ..... *St. and Number, or Box*,..... ....

References:..... .... *City*,..... ....

State,..... .....

Enclosed..... for Holder.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

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Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

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Send Size of Waist and Hip.

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SINGER'S "APOLLO" ROADSTER BICYCLE.
List Price $130 00. Offered at $100.00.

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Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

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No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
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"And they followed the Star."—[*History.*]

Look at the CHAMPIONSHIPS Won on the STAR during 1889. Can any machine beat this record? Facts that talk.

Three-Mile L. A. W. Championship, Mav 30th,
J. PHIL. PERCIVAL, Los Angeles Cal.

One-mile State Championship, May 30th,
W. S. WING, Los Angeles, Cal.

Five-mile State Championship, Mav 30th,
W. S. WING, Los Angeles, Cal.

Half-mile L. A. W. Championship, June 4th,
COLIE BELL, Ottawa, Kan.

Ten-mile L. A. W. Championship, June 4th,
COLIE BELL, Ottawa, Kan.

25-Mile Road Race Championship of Minnesota, July, 31, 1889,
COLIE BELL, Minneapolis, Minn.

Half-mile L. A. W. State Championship, July 18, 1889,
W. I. WILHELM, Reading, Pa.

One-mile L. A. W. State Championship, July 19, 1889,
W. I. WILHELM, Reading, Pa.

Quarter-mile L. A. W. State Championship,
By W. I. WILHELM, York, Pa., Sept. 3d, 1889.

H. B. SMITH MACHINE CO., - - - Smithville, N. J.


EXPERT
COLUMBIA

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 15 NOVEMBER, 1889.

Volume XX.
Number 3.

Coasting qualities are a pretty good test of the bearings of bicycles.

VICTORS ARE NOTORIOUSLY

COASTERS.

New proof of this was found in Syracuse the other day, when the only three Victors entered in the coasting match took 1st., 2d and 3d prizes, distancing all others except one.

Victors are built on lines that have shown themselves to be right. Ask their riders.

OVERMAN WHEEL CO.,

MAKERS OF

VICTOR BICYCLES,

BOSTON, WASHINGTON.

OFFICE AND FACTORY,

CHICOPEE FALLS, MASS.

"I WOULDN'T TAKE A HICKORY BICYCLE AS A GIFT."

The man who made this very probable remark was a prominent and speedy wheelman, so much so that he *had* taken that way several other machines from their respective makers. Being interested to know who had offered a Hickory wheel on such liberal terms, we put the appropriate query. So far as he was concerned, we were incog. (we always travel that way except when we have our improved chain).

He seemed to be a gentleman, or, to put it another way, he was an L. A. W. member, and this was what he said:

"A friend of mine saw one of these hickory bicycles recently, which, though it had been out of the factory but a month, was rattling fearfully, the spokes being loose and the joints coming to pieces."

He kindly furnished the name and location of his friend, on whom we called, telling him that we were somewhat interested in cycles, (a fact which the public will more fully appreciate in a few years), and that we understood he was an authority from which we could obtain points as to the best wheel to buy. "Well," said he, "there are a number of good wheels on the market, each possessing more or less that is desirable." "What do you know of this wooden bicycle made by some fellow up in Massachusetts," we timidly enquired.

"When I first heard of it, it struck me much as did the wooden cook stove which was exhibited a few years ago, and even now the thought of a wooden bicycle is hard to swallow. I have recently tried one, however, and like the "feel" of it, though I fear it may go to pieces in time." "Is your fear based on evidence or is it a plain ordinary fear such as children feel when in the dark, and did you not say to Mr. —— last week that you saw a hickory bicycle that was very much rattled?" This seemed to please him and he laughed as merrily as though his remark had not lacerated a human heart. And this was his explanation:

"During one of my wheeling trips I stopped by the wayside to rest. (Please notice that he *didn't* ride a hickory wheel and he *did* stop to rest—S. C. Co.) While amusing myself by tightening up a few loose spokes, there appeared before me an individual riding what I soon learned was a veritable hickory bicycle. I indicated by waving my spoke-grip that I would like to have him dismount, which he reluctantly did. (You will observe that the rider of hickory wheel dismounted "*reluctantly*."—S. C. Co.) I had often heard of this innovation and my curiosity wanted relief. Among the answers to my questions were the following: "There aint no rattle yet." "I have only had it a month, but there aint no loose spokes in it."

"In relating this lavish use of negatives to my friend of whom you speak, I remarked that if his talk were taken *literally* the Hickory Bicycle must have been in bad shape. Evidently it was only this last remark that Mr. —— remembered and repeated in his own way."

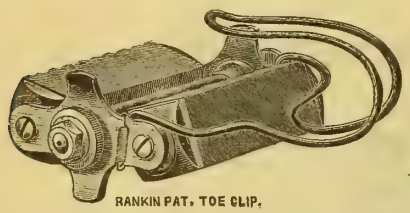
Our satisfaction at having nailed another campaign lie was marred only by the thought that it was the most illiterate of the three who had bought one of our wheels. But perhaps this was a coincidence.

STERLING CYCLE CO., - NEWTON, MASS.

P. S. If you want one of our catalogues, say so.

Speaking about Feet.

EVERYBODY HAS FEET, MORE OR LESS, and they would not slip off the pedals if you had the



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This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York



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400 more second-hand wheels.

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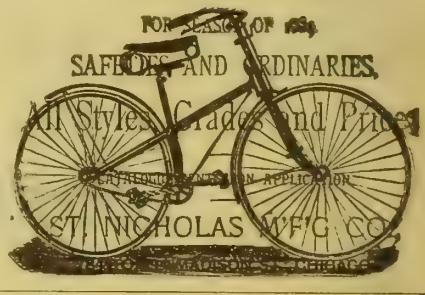
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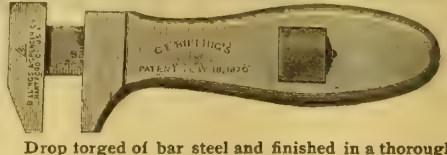
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Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

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SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

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Sparkling Golden Russet Cider.

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Slightly spiritous and containing an abundance of natural fruit acid

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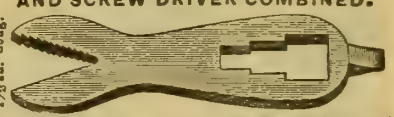
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Light Running and Durable.

NO BREAKAGES, NO MISHAPS

—IN THE—

Great Twenty-Five Mile Road Race,

GIVEN UNDER THE AUSPICES OF

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E. C. Anthony, on a 54-in. "APOLLO" LIGHT ROADSTER BICYCLE. First. Time, 1.36.17.
A. P. Benson, on a "SINGER" ROADSTER SAFETY. Second. Time. 1.36.44 2-5.

READ! CONSIDER!

BUY THE BEST.

SINGER & CO., 6 and 8 Berkeley St., - BOSTON, MASS.



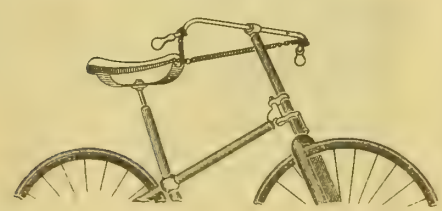
NEW MAIL

Values records of this sort rather than racing records. 'Tis a wheel for road use. In '87 and '88 also, W. F. Murphy rode over 12,000 miles on a New Mail.

Extract from BOSTON HERALD, Oct. 13.

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MR. BEERS RIDES A NEW MAIL SAFETY.



This Safety Bicycle Bridle

is still in daily demand. Every mail brings us orders from all parts of the country and the trade are ordering them largely. A SIMPLE DEVICE for KEEPING the front wheel steady, and IT DOES IT.

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
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BOSTON, MASS., U. S. A.

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 15 NOVEMBER, 1889.

WE are always willing to give space in our columns to questions under controversy, but we make it a rule that anonymous communications be consigned to the w. p. b.

The question of "Sabbath Riding" has been discussed in a respectful and decorous manner, by several correspondents, whose names have been given us every time. We have before us a letter signed "H. R. S.," on this question, which handles the subject in a manner that would shock a vast majority of our readers. We cannot say why H. R. S. omitted his or her name, we leave that to conjecture. We ourselves have an idea. No matter if H. R. S. had signed the full name, we should have refused to print the letter. We do not like anonymous letters anyway, and we do not like such anonymous efforts as H. R. S. has favored (?) us with.

He or she uses the word "blasphemously." There are more ways of application for that word than the one claimed by our anonymous correspondent.

CHIEF CONSUL BULL has issued a very strong circular, dated November 1, 1889, to non-League cyclers, and we hope to hear that Mr. Bull's Lieutenants, his Local Consuls, have spread them broadcast among non-members. After recounting what the League has done and is doing, he lays down the lines of work for the future. The following note of warning is sounded by Mr. Bull:

"Even where justice and enlightenment now prevail, ignorance and bigotry are not yet dead, but we are liable at any time to be called upon to defend our rights from the attacks of those who would wrest them from us. There are rumors of attempts to be made to secure the repeal of the 'Liberty Bill,' and we may need the support of every wheelman in the State to defeat such an attempt."

He winds up his appeal by the following "terse and to the point" sentence:

"The League invites every amateur cycler in America to join its ranks; but he is doubly welcome who contributes his work and his influence as well as his dollar to the cause. There are advantages to be had in membership; but he who says, 'What can I do for the cause?' is a more valuable man to cycling than he who says, 'What am I going to get for my dollar?'"

THE spirited manner in which Chief Consul Bull and several other Chief Consuls are pushing the League in their Divisions is, alas, in striking contrast to the apathy and Rip Van Winkle style with which some of the Chief Consuls are administering (?) the affairs of their Division. There needs more push, more wide-awakeness, more go-aheaditiveness in some sections. Chief Consuls ought not to be allowed to slumber (as some of them are doing). An official prod from an official sharp-stick would be a good thing. Wake 'em up, and if when awake they still fail to bring results let the members of the Division or the appointing power see to it that a live, wide-awake man is put in position, and then things will boom. Come, slumberers, *wake* up.

THE New York *Herald* waxes funny over the fact that it *pretends* to believe that Tom Stevens, on a bicycle, was sent in search of Stanley. The facetious spasm and the cat in the meal is accounted for by this ill-natured reference to the New York *World's* enterprise:

"The embassador of *cheap journalism* (italics ours), astride of his bicycle, must have been an impressive sight in Zanzibar."

The petty slur is unworthy of a great paper like the *Herald*, and is more in line with the "cheap journalism" that would distinguish the Squashville *Snarler* or the Podunk *Whiner*.

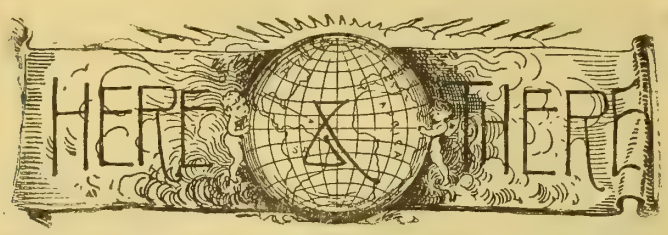
MR. MILES, in a letter printed elsewhere, takes exceptions to the plan of Mr. Bull to regulate racing matters. At first reading Mr. Miles seems inconsistent in his position, as in the first part of the letter he is against the scheme of Divisions paying expenses of Division champions, while in the last part he advocates the scheme of *districts*, composed of several Divisions paying such expenses. It is, however, evident that Mr. Miles considers that the draft on *some* of the Division treasuries might be too heavy, while the same draft on several would not be considered a burden. We do not see but that Mr. Miles and Mr. Bull are in line so far as the idea goes, it is simply a difference as to the detail.

Mr. Miles, however, takes the stand that "we want something beyond League championships."

On this point we take direct issue with the Chicago gentleman.

We propose to take the position that there shall be nothing "beyond" (above) "League championships."

The League is a vast national *club*, in the ranks of which can be found a large majority of the bright lights of American cycledom in all its branches. By the right of being some 12,000 to 14,000 strong, and by the right of being the national cyclers representative body, the League has pre-eminently the prerogative to establish *the* cycle championships of the United States. It also has the right to insist that these, *the* championships, shall be known and called League championships. We take the above uncompromising ground that *the* championships of the United States and League championships shall be one and the same thing, because we claim the League to be a national club. We claim the prerogative for the L. A. W., as the cyclers representative body, to establish *the* national championships and to refuse to the amateur the right to start in nationa events who has so little interest in the representative national as to refuse his moral and petty financial support.



HARRISBURG, PA.

"CYC."

WHERE would you go to find a jollier crowd than "Wheelmen?" Whether assembled in their club room or out on a run, there are few that excel them in their enjoyments, and it is right, for this is what we use our steeds for, and a man that cannot enter into its full enjoyment is not a real wheelman. But while all should enjoy it to its full extent, yet we cannot be too careful in the kind indulged in and more especially the day upon which we enjoy them and where.

LAST Sunday night (3d) nine members of a prominent wheel club from a near-by city quartered themselves for the night at the Lochiel Hotel, and I am told that their conduct was simply outrageous, so much so that the guests entered complaint, and thrice was the night clerk compelled to call them to order. I was loath to believe that men from such a prominent club and city would visit here and make no effort to call upon fellow-wheelmen, who would have been glad to have entertained them, and more so that they would register as such when not in uniform and without wheels, but our eyes beheld their names prominently upon the hotel register. Is it any wonder that we are sometimes looked upon and styled as rowdies?

POSSIBLY the loss of our room and effects would not have called forth more sympathy than was expressed for the Fry brothers by the members and their friends, for the loss of their wheels by fire on last Friday night. Their tandem and roadster were stored in their workshop adjoining their home on Dock street, and this building was apparently set on fire, and when discovered was too late to save the wheels. The building also contained two sets of tools that were valuable, making their loss deeply felt. We extend our sympathy, and hope that when the wheeling season returns it will find them pedalling another of the same kind.

WEDNESDAY, the 20th, has been set apart as Ladies' Night, and it is determined to make it the best reception yet held. A piano has just been purchased, and the assistance of the best musical talent in the city is promised.

VERY little wheeling has been indulged in here during the past week, and for five Sundays we have had to be content with resting in our room, or between showers visiting the parks, and having the "lens" thrown upon us by Chayne.

BOSTON NOTES.

"TONEY."

ONE of the most familiar faces that is seen about the roads throughout the eastern section of the State is that of James L. Fairbanks, who wears the captain's badge of the Dudley Associates Wheel Club of Boston Highlands. "Pretty Jimmy Fairbanks," as he is familiarly called, is a descendant of Mr. and Mrs. Jonathan Fairbanks, two of the original settlers of Dedham, Mass., and who occupied the old Fairbanks homestead in that town, which by the way, is one of the oldest houses in New England. He was born in Roxbury, Mass., June 12, 1866. He graduated from Roxbury High School in 1882, and while there captained the Roxbury High School foot ball team and was the acknowledged champion of his class, both in boxing and fencing. Small wonder was it then that in his after life he should not only be a prominent wheelman but a devotee of almost every manly sport. He has made a reputation as a rider, and, when the Dudley Associates Wheel Club was organized in April of the present year, his companions appreciating his past experience and good fellowship, elected him their captain. Captain Fairbanks is a member of the Dudley Association, the leading young men's club of Roxbury, a member of the Young Men's Christian Association, and also of the Roxbury Horse Guards, M. V. M., which company he represented in the State rifle match at South Framingham. One peculiar thing about the wheel club is that it is a club within a club, or as it has been stated, a cycle within a cycle, it being composed exclusively of members of the Dudley Associates, which club supports a $50 000 club house on Clifford street, Roxbury. Upon graduating from school Mr. Fairbanks secured employment as a buyer for Brown, Durrell & Co., one of the largest small ware jobbing houses of Boston, and after five years of faithful service was induced to enter the employ of Winslow & Fairbanks, agents for the White Bronze Monumental Works of Portsmouth, N. H. Through the efforts of Capt. Fairbanks the Dudley Club has reached a high standard of excellence, and wherever the cyclists most do congregate, there you will always find "Pretty Jimmy" and his stalwart supporters.

THE Rovers of Charlestown have decided to hold their annual banquet at Young's Hotel, on Friday evening, December 13, and I have decided to be present, and consequently hope to chronicle some of the exceedingly witty things said and done.

CAPT. ARTHUR BENSON informes me that E. C. Anthony of Taunton has joined the Dorchester Club, and will race under its colors during the next racing season. He certainly is a valuable acquisition to the racers of that club, and if he is one of the members of the club team, the Dorchester men will have good reason to be proud of its racing team, as it will be strong enough to cope with any other within the country.

LAST Wednesday evening the rooms of the Dorchester Club were overcrowded with wheelmen anxious to witness the opening of the annual pool tournament. On November 22 this club will hold a whist party, and on January 17 will give its third annual party.

AMONG the many visitors to Boston last week was Mr. H. S. Higgins of Portland, Me., who acted as treasurer of the Elwell European Party. He was entertained by Capt. A. D. Peck, Jr., and other members of the Massachusetts Club and while in their company recited many amusing incidents in connection with his travels in Europe. Before leaving Boston for the West, where he is to act as best man to one of the touring party, he stated that he proposed to enter into partnership with Mr. Elwell, and they will next season pilot another party over the European continent.

CAPTAIN AND MRS. W. G. KENDALL have returned from the wedding tour, and both are looking forward to the evening of Nov. 20, when they will formally receive the congratulations of the numerous friends, among whom will be some fifty or seventy-five wheelmen.

CHICAGO.

"THE STROLLER."

THE principal event in cycling circles the past week has been the Illinois Club's theatre party, at the "Grand," to witness the pleasing capers of their fellow-club member, Francis Wilson, in the "Oolah," last Wednesday evening. Some three hundred seats were sold, and great preparations made to enjoy the evening. But the Illinois boys seem fated in regard to theatre parties, and although the gentleman who was responsible for the trouble at the one last year was not here to attempt any repetition of the same, owing to his being engaged at the present time in an attempt to ride from San Francisco to Chicago, yet like Banquo's ghost, he will not down as far as the Illinois Club is concerned, and was again the means of marring the pleasures of what would otherwise have been a very pleasant evening. It seems that "a prominent member" of another club had proposed a joint theatre party, composed of all the clubs here, but the Illinois men would not listen to it, saying they would be pleased to have as many join them in their party from the other clubs as would, but it would be an Illinois Club theatre party, not a joint affair. Then the "prominent member" was seized with a mighty idea, combing both business and revenge, as well as pleasure, and calling to his assistance another prominent wheelman, who, by the way, is a member of the Illinois Club, a call was made upon the manager of the paper in whose interests Roe is riding across the continent, and the co-operation and necessary funds secured to carry out their purposes, and then two bicycles were very tastily decorated with flowers, and across the large wheel, in letters formed of carnations, was the name "Tom Roe," and across the other large wheel the name of the paper Roe represents. Then the two conspirators, representing themselves as delegates from the Illinois Club, secured permission from the manager of the theatre, to place their so-called floral decorations on the stage, one at each side, and the deed was done. Just imagine the effect on that theatre party, as they seated themselves and gazed with pleasure upon the name of their old friend (?), Roe, and then at the other wheel and its decoration. Billy Arthur told Coxe if he would take down one wheel he would see that the other one followed it. The Illinois members did not recover their composure during the entire evening, and some of Wilson's happiest hits were passed unnoticed. But what will be the fate of the conspirators? Wait until the returns are all in, and then see!!

THE Chicagos had a club walk to Pullman, last Sunday, for dinner. Ten members participated, under command of Ingalls, the philosopher. Evenston will be their objective point to-day.

It is said that Conklin, Spalding's right-hand man in the bicycle department, leaves that firm Saturday night for good, and will, in connection with another gentleman, who is said to be George Lloyd, handle an English make of wheel next season.

Slate making in all the clubs is being very quietly indulged in, and feelers are constantly being thrown out as to who you are for or against. I have heard nothing definite as to candidates, but it looks as though there would be a pretty lively election in some of the clubs, and that a good many of our present officers would have to write ex before their title after election.

Brewster, of St. Louis, was in town recently, and from a little conversation I had with him it is quite evident that he is on a still hunt for the Presidency of the League next year—not for himself, but for a Western man, nevertheless.

I ran up against Albert Shock, accidentally, the other day, and after the usual salutation in his place of business, and a short look at the ceiling, he spoke about Tom Roe's ride, and said that next summer *he* was going to ride across the continent, and went on to tell me what a record he would make, and as I was wondering how I could make my escape an order came sailing in—"Boston fancy and half dozen raw." As he turned to make ready the order, I fled in haste, but my time was record to the door.

Lloyd's application has mysteriously disappeared from among the Chicagos' applicants, and another good item is lost.

A lively time is expected at the Chicagos' monthly meeting, when, it has been asserted, a vote of censure will be passed upon the "seven" record breakers.

ST. LOUIS.

"LINNEUS."

The meeting of the Missouris last Tuesday must go on record as a stormy one, and for a time it looked as if the opposing factions would lock horns over the all-absorbing question of doing away with the bicycle feature of the club. Twenty-one members were present, and before order was called it was learned that President Andrews would not be present, and that Vice President Sells would preside. This was hardly a surprise, as it was known that he preferred to give the leader of the associate side a chance to have a swipe at the club. Treasurer Kidson, a man who had been elected by the riding element of the club, gave notice that at the December or some special meeting of the club he would introduce a change to the by-laws, to eliminate the special bicycle feature from the club, and increase its membership limit to 300, with $2 monthly dues, thus giving the control over to the associate members. Before this was done that lot of would-be reformers tried a scheme of transferring nearly a dozen associate members to the active list, thus giving them a better chance for a majority at the next meeting. The scheme was as transparent as day, and was jumped on by W. P. Grath, Robert Holm and others, and after a red-hot discussion was laid on the table. Particular stress has been laid on the financial side of the question right along, by the parties favoring the change claiming that the club was in the "soup" financially. The treasurer's comparative statement showed this opinion to be a fallacy, and instead of running behind last year's figures, the club is actually $400 better off than at the same time last year. The President, Vice President, Secretary and Treasurer, four main officers of the club, are wheelmen in name only, and the last three of them openly stated in the meeting that they did not own a wheel for some time. This admission on their part should by all means cost them their official position, as with non-riders at the head the club cannot hope to prosper as a bicycle club. [Later.—We are advised by "Linneus" that at a special meeting, held to vote on the transfer of twelve associate members to the active ranks, the vote to make the transfer was lost by a vote of 25 to 7. The applicants for transfer were not wheelmen. This is a victory for the cycling element, and insures the perpetuity of the Missouri Club as a bicycle club.—Ed.]

The Grand Jury has indicted Robert Graham for cycle stealing, and he will probably get two years in the penitentiary. Wilder and Laing deserve credit for pushing the suit, and it is hoped that the example will teach the thieving fraternity a good lesson.

Western Missouri contains some of the finest roads to be found in the State, and cycling is booming at Maryville in consequence. A club known as the Maryville Cyclists was recently organized, through the exertions of the indefatigable W. J. Staples, and on Sunday, October 27 the first run was called to St. Joseph, forty-six miles away. Six members participated, and arrived at the Bacon House, St. Joseph, in time for a late dinner. The distance was covered in a trifle over eight hours; very good time considering the hilly condition of the roads. At St. Joseph the party was entertained by a delegation of local cyclists.

W. H. Cameron writes me from St. Joe: "The roads are fine, and wheeling is beginning to pick up. The *Ruralists* will inaugurate regular runs next Sunday, and take them until the end of the riding season. Capt. B. P. Hatch entertained the club at his residence in Wyatt Park, last Saturday evening. Stirring speeches were made, and all the members promised faithfully to stand together and revive the interest in cycling affairs. Consul E. J. Eberly was married at Hastings, Minn., last week, and has returned with his bride from a trip East, bringing a new tandem with them."

The Cycling Club's tour to Pike County was a big success, and although but six riders participated, on account of the threatening weather, they enjoyed themselves hugely. After an early breakfast the party started from the Carroll House, at Clarksville, heading for Louisiana, and had not been gone but a short distance when one of the riders' machines broke down, necessitating a delay of over two hours, and the postponement of the tour to Bowling Green. After the needed repairs had been made, wheels were re-mounted, and Louisiana was reached in good time for dinner at the Palmer House. After spending the major portion of the afternoon seeing the town, a climb was made to the "Pinnacle," a high bluff, which afforded a good view of the country for miles around. Wheels were then re-mounted, and the return to Clarksville was made, where all arrived in good cheer at 6 P. M. The usual unbounded Pike County hospitality was done full justice, and cider flowed like water. Not a single wheel was noticed to be ridden by the Clarksville boys, and on this account Louisiana, which lies in the exact centre of this famous riding, will be made the headquarters of the next tour.

PROVIDENCE NOTES.

"ELNOD."

The many friends of Mr. Walter Waterman, ex-Captain of the Pawtuxet Wheelmen, will be pleased to learn of his good fortune in winning a seventy-five dollar diamond ring at one of the local fairs the past week. Walter, whose genial countenance is always found wreathed in smiles, is a rider of great speed and endurance; he still holds the championship of the Pawtuxet Wheelmen.

Messrs. Cummings and Van Wagoner (brother to the champion) rode up to this city last Monday afternoon from Newport, and spent the evening at the rooms of the R. I. W.

Messrs Smith, Campbell, Copeland and Thomas, members of the R. I. W., arrived home last Thursday evening, having been gone over ten weeks doing France, England, Scotland and Ireland on their wheels. They were well received at the depot by an enthusiastic party of wheelmen.

At a meeting of the R. I. W. held last Monday evening, a committee with Howard L. Perkins as Chairman, was appointed to see about holding a team road race on Thanksgiving morning, composed of all the riders in the club that committee could prevail upon to race, so as to form four teams if possible.

Once more Van Wagoner and squash pie to the front. The great pie eating match at the Central Hotel, Providence, R. I., October 29th, won by Wm. Van Wagoner on six common every day pieces of squash pie. Time not taken. Three started and two finished. He does not eat to any great extent, but generally gets there just the same.

The Bristol County Wheelmen of Warren will open a grand fair on the fifth of December to continue for one week. The R. I. W. will attend in a body on the opening night under the leadership of Messrs. Gibbs and Doyle.

The R. I. W. gave a reception to Wm. Van Wagoner, Esq., the club champion, and also to the returned European Party last Friday evening, which was a grand success, socially speaking.

NEW JERSEY NOTES.

"NITRAM."

Things are getting in shape for a big boom in cycling, and next year will witness a great many new riders; already new clubs are being formed throughout the State. On September 30th the wheelmen of Camden met and organized a club under the name of "The West Jersey Cyclers" and elected the following officers for the ensuing year: D. Hitner Geise, President; B. O. Miller, Vice President; Frank W. Cramer, Secretary-Treasurer. Meetings will be held at the homes of the different members during the winter on the last Monday evening of each month, and the membership will be limited to twenty-five until the spring, when the club will secure permanent headquarters. Action will be taken at an early date to have all the members of this club join the L. A. W. by several of its members who have already joined.

THE sixth annual ten mile handicap road race of the Elizabeth Wheelmen was run on election day on the stretch of road between Irvington and Milburn. There were eight starters, but owing to the wind the time was slow. The winners were A. F. Calkins, first; W. H. Whipple, second, and Capt. Fred C. Gilbert, third; W. H. Caldwell (scratch) made a brave fight, but had a poor chance, as he was handicapped out of it. This race is intended by the club to bring out new men, and as the old riders were heavily handicapped they got left. A movement is on foot among the Elizabeth Wheelmen to give a large ball in the Armory during the winter. The election of Mr. Voorhees in the first assembly district was entirely due to the wheelmen of Elizabeth. They voted for him on account of his county road bill; this fact has excited a great deal of comment about the city, and especially by the opposition papers. This certainly is a step in the right direction, and one which we hope more of the wheelmen will follow.

THE Hudson County Wheelmen's fourth one-mile road race of the series for the Benedict medal was won by E. T. McLaughlin, with Capt. E. J. Day a close second. The race was run on election day on the Irvington-Milburn course.

ALTHOUGH the weather was anything but pleasant, ten men started in the ten mile handicap road race of the Atalanta Wheelmen, which was run on the Irvington-Milburn course on election day; the winners were L. N. Thorne, first; C. E. Congleton, second, and H. Jones, third.

HILLSDALE, N. J., can now boast of having a bicycle club. On October 26th a club was organized to be known as "The Bergen County Wheelmen" with the following officers: President, N. Gardiner; Vice President, I. D. Cole; Secretary, L. Cole; Treasurer, C. Gardiner.

THE Plainfield Bicycle Club held its monthly meeting on Monday evening, November 11th, and was attended by nearly all the members. The chief topic discussed was about their second annual fall games, which will be held on the evening of November 14th. Nearly all the reserved seats have already been sold, and a mammoth success is assured.

BRIDGEPORT, CONN.

"NOSTAW."

TRULY it was a great race and one that the Rambling Wheelmen may be proud of. [See racing columns.—ED.] Before another season, however, I would advise a general shaking up of the "racing committee." Very little credit are they entitled to for the success of the affair, and outside of fixing the date and tending to a few other arrangements their work ceased. Many more entries would have been received if the committee had awakened to their duty, but when wanted they were nowhere to be found. The race has at least demonstrated one fact; it has shown that the club contains some first class racing talent. Smith, who has never before figured in a race of any importance, will undoubtedly be heard from next season. Rubey is another dark horse, and will also make a good showing. The others are by no means far behind, and next year a team of able bodied racers will be heard from.

LOCAL CONSUL MOORE is busily at work notifying non-League members that now is their chance to join the League for $1.50, as the second half of the League year has commenced. Wheelmen should take advantage of this opportunity.

THE boys can now cry out to Fox, "where did you get those pants?" It was Fox who came in third in the race and secured as a prize a pair of pants. The second prize was a Lakin's cyclometer.

AFTER the race a game of foot-ball was indulged in between the Rambling Wheelmen foot-ball team and the High School team. The High Scool team was victorious by a score of fourteen to four. It was the first game of the Ramblers, however, and they will undoubtedly make a better showing when they play the Hillhouse boys in New Haven on Thanksgiving Day.

WHAT can be more healthful and invigorating than a quiet spin on a pleasant Sunday? Notwithstanding all arguments to the contrary, I fail to see any harm in Sunday riding, providing it is not carried to such an extent that it becomes a detriment to the morals of all wheelmen at large. Every pleasant Sunday numerous wheels may be seen gliding smoothly along our principal thoroughfares. Denver wheelmen, however, I think, are carrying this matter decidedly too far when they indulge in regular racing on the Sabbath. Nothing will tend to degrade the sport more quickly. The extremely high altitude in which our Western brethren live may perhaps lessen the number of rounds in the ladder they will have to climb before they reach their Heavenly home. I, for one, however, am willing to stand my chances with our Western neighbors, notwithstanding the inequalities of terra firma.

AND now the question is asked, who will be our next President. The answer immediately comes back in the reply, James R. Dunn, of course. That's right, let the good work go on, and see that it is done (Dunn).

SYRACUSE.

"SALINA."

THE success of the venture at re-dedicating James street to the use of the public, after the completion of its asphalt pavement developed into a regular bicycle carnival, far exceeding the ambitions of the most enthusiastic wheelmen. Over 150 bicycles were in line, and the illuminations of the residences were superior to anything ever seen in the city. Fifteen thousand people witnessed the lantern parade, which was confined entirely to the asphalt pavement, three-quarters of a mile in length.

RIDERS of the safety in the city have achieved an accomplishment which it is safe to say is not generally known. A few weeks ago George H. Harris, of the Syracuse Cycling Club, while wheeling carelessly over a smooth road noticed that his safety ran unusually easy. He attributed the cause to the zig-zag course he had been riding, and conceived the idea of sculling his wheel. He got under headway, and placing his feet on the rests in coasting position, swayed himself sideways, back and forth, at the same time steering sharply to the right and then the left. After a few trials he succeeded in maintaining considerable headway, and has now accomplished the feat of "sculling" over a mile on a *level* sidewalk. By this method he won the coasting race on James street, carnival night. Several others have become quite skillful in the art which is not unlike that of sculling on skates. George claims to be the originator of this style of riding.

As "Salina" predicted, Henry Rounds was elected Secretary of the Syracuse Cycling Club in place of Walter Cherry, who has gone to Toronto.

LIEUTENANT WESLEY A. YALE will give a banquet to the Cycling Club, at the annual meeting in January.

IT was decided, at the last meeting of the Cycling Club, that all members will join the Y. M. C. A. gymnasium this winter. They will be given a special class.

SOME of the boys are wondering how "Salina," from his Canadian position, can keep so well posted. They seem to forget that Ted Hopkins is his friend.

GRAND RAPIDS, MICH.

"SEROM."

THE Grand Rapids Club are now in their new winter quarters in the McMullen Block. They have no doubt the finest club rooms in the State. The rooms are divided up as follows: Parlor, billiard and reading rooms and riding hall.

THE club will formally open their rooms to the public November 15, with a dance and pedro party. It now has a membership of over seventy-five, and is the only club in the State that has two representatives. Among the members is President Bates, well known by all wheelmen as a writer of many wheel stories. The club also has eleven lady member who are active wheelers.

GUY WHITE, formerly of the Star Club of Detroit, has recently moved here and joined the club.

PERRY WHITING, an active member of the local club, has gone to Denver, Col., to spend the winter. We recommend him to the wheelmen of Denver as a wheelman who will be a good addition to any club.

CAPTAIN HAIN is getting out patents on his paper-bearing safety, and intends to manufacture some.

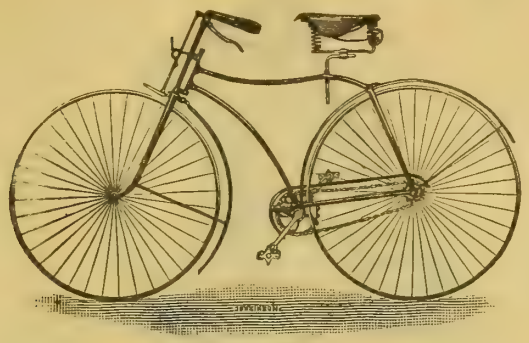
THE club was the hit of the parade given in honor of the Pan-American delegates, on their visit to this city, and after passing once were recalled by the hearty applause from the delegates.

NEW ORLEANS.

"NOKOMIS."

I HEAR that the Louisiana Cycling Club have fifteen applications to act upon at their next meeting. This will bring their membership up to seventy-one wheelmen, and taking into consideration that all their members are active, this is a pretty good showing indeed.

CYCLING in the Crescent City is on a boom; new riders are seen on St. Charles asphalt every evening, and the L. A. W. membership is approaching near the century mark. Harry H. is working for that hundred.



"SWIFT."

The Swift is the strongest, lightest, simplest and swiftest Safety ever built. Why? Because we have been making cycles for 23 years, longer than any other firm in the business, and have made it a rule to have the best material regardless of cost. Look out for 1890 Swift Safety. It will have the same name. Why should we alter it?

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PHOTO-GRAVURE

WE HAVE RECENTLY ISSUED.

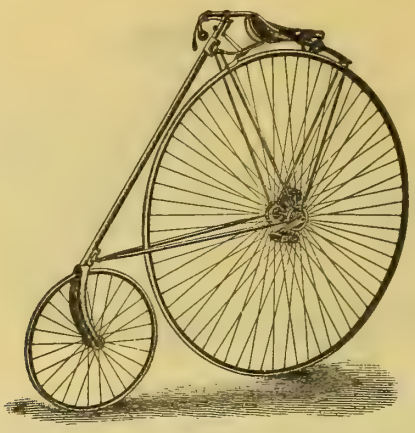
It contains correct portraits of Prince, Whittaker, Dingley, Eck, Munger, Knapp and Crocker, excellently executed, and forms, withal, a worthy decoration to a Cyclist's Home.

We shall take pleasure in mailing it, postage paid and securely packed, for 20 cents.

Regularly organized Clubs supplied with a framed copy Free, we, however, do not pay express charges on same.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.

N. B. We are always glad to mail our 80-page Catalogue.



The "Lancaster Pike" Record is now held on the "Eagle."

From the "Wheel."

NOVEMBER 8, 1889.

Van Wagoner was successful in his Election Day onslaught on the Lancoster pike record. He was splendidly paced, and covered the distance from Paoli to Fifty-second Street (15 1-2 miles) in 48m. 44 1-2s., beating the previous record (Wilhelm's) by 29 3-4s.

TO WHEELMEN.

In answer to the numerous inquiries we are daily receiving, and for the benefit of those who wish to purchase Eagle machines, we take this opportunity of making the following statement:

All improvements which are likely to be put on Eagle Bicycles for 1890 are now in readiness, and we are now making up machines as fast as possible for the spring trade.

We do not intend to build a tangent spoke and hollow rim wheel. For a road wheel we consider the direct spoke much preferable to the tangent, for the reasons which we state in our catalogue. It has more elasticity and will stand more hard use than the tangent spoke. It is more expensive to make, but we use it in the Eagle as the best possible construction for a wheel that is ridden over rougher roads and subjected to harder usage than any other bicycle.

The Eagle, as at present constructed, has now been thoroughly tested by this season's use. It has far surpassed the expectations of its designer, and in the hands of hundreds of riders and on every kind of road, it has proved its superiority over all its rivals. It is perfect and complete in all its details, combining perfect safety with ease of running, speed, strength and graceful appearance.

Illustrated Catalogue Free.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

BOGEL, the great safety man, has forsaken his first love, and now rides an ordinary. Time works wonders sometimes.

THE L. C. C. boys are working like beavers on their club house, and say by the 1st of January next the club will be "At Home."

FROM observations I have heard lately, there is anything but friendly feeling in this locality towards a certain member of the L. A. W. Racing Board, for taking the stand he has in reference to the re instatement of O. M. Spring as an amateur.

NEW ORLEANS now boasts of three lady bicyclists. One in particular does her fifteen miles per day regularly. They are all members of the L. C. C.

NEWS AND COMMENT.

THE editors of this paper have to acknowledge the receipt of invitations to be present at the first assembly of the Penn Wheelmen of Reading, Pa., to be given at the Grand Opera House in that city, on the evening of November 26. We regret that we cannot accept the kind invitation, but we wish the Penn Wheelmen success and a jolly good time.

IT was Wilhelm's record that Van Wagoner lowered on the Lancaster Pike a couple of weeks ago, and so now Wilhelm will have a go at it, and try to re-capture the coveted record.

A CABLEGRAM from England announces the safe arrival of Mr. Geo. W. Stevens, of the Coventry Machinists' Co., on the "other side."

THE outcome of the Buffalo to Rochester race is, that a challenge has been issued and accepted for a match race, between Montgomery, of the Genesee Club, and C. J. Iven (the winner), of the West End Club. The race will be held next season over the same course, and a prize valued at from $200 to $500 will be put up.

A WRITER in a New Jersey paper says: "In Lovers' Lane we saw three ladies. They were all mounted on bicycles, and the ruddy glow in their cheeks was proof that they were taking all the good the exercise affords. I predict that next year lady wheelmen will increase in number."

Now that the wheeling season is practically over the New York, Brooklyn and Newark Bicycle Clubs will turn their attention to bowling.

THE Brooklyn Park Commissioners have suspended sentence on Officer Kelly, the mounted policeman who ran down Lester Beasley, K. C. W., until the result of the officer's trial before the Grand Jury is known.

AN exchange describes the "*freeze*" of a certain bicycle club room, and then goes on to descant on the "running water" in the same room! The items do not fit together. It's a *cold* day when our e. c. does not know the difference between "*freeze*" and *frieze*. Good place to make ice cream!

"FEW farmers appear to realize how much they are taxed by bad roads."—*Exchange*.

THE local Racing Board of California have usurped the exclusive powers of the National Racing Board in "suspending" (?) Messrs. R. W. Turner, H. A. Pogue and C. E. Monroe. We think Mr. Doane, the local Chairman, must have construed the words "Racing Board" to mean the local Board, when in reality it means the National Board. We are sorry for the mix, as it may cause friction and bad feeling.

AT a late meeting of the New Haven (Ct.) Bi. Club it was decided to give a reception to the wheelmen of the State, about the middle of this month, at the club's new home. A committee consisting of W. F. Perkins, Captain of the team, F. M. Kinney and D. C. Rowe was appointed to make the arrangements. Invitations will be extended to the bicycle clubs of Hartford, Meriden, Bridgeport and other cities. There will be refreshments and a musical and literary entertainment.

CHICAGO claims to have a team of the fastest men in the world, and names Arthur Lumsden, Frank Tuttle, N. H. Van Sicklen, H. R. Winship and G. A. Thorne. These young men are all amateurs, and are either at school or in business.

"THERE ought to be some systematic direction of the labor expended in building and repairing country roads, and every one should feel it for his interest to do all he consistently can to make the roads what they should be. Good roads are both labor-saving and economical, while bad roads are the reverse."—*Exchange*.

CHAIRMAN DAVOL has called a meeting of the Racing Board, at Chicago, January 11th.

REPORTS from the Pacific Coast infer that all was not happiness and content between "Senator" Morgan and the financial partner in the late firm, hence the aggregation will not delight Australian audiences, and scoop in Australian "spuds" as was originally intended.

IN our report of the Buffalo to Rochester race it was stated that Mr. Iven broke his wrist, and rode quite a distance thus disabled. We are glad to learn that the report was overstated. Mr. Iven *sprained* his wrist but did not break it. Further, the statement that a man with a *broken* wrist could so handily beat men whose bones were whole *was* rather a reflection on the prowess of the other contestants.

AN ugly rumor reaches us that Frank Dingley made some deal with the book makers at the Toronto professional races of a couple of weeks ago, and that by such a deal Dingley made a cool $900. What gives color to this rumor is that Dingley, for no apparent cause, disappeared very suddenly from Toronto, when he had a strong lead over Rhodes.

WE are advised that a well-known wheelman (name later) will organize a party of twenty-five ladies and gentlemen for a cycle tour through the White Mountains, next August. The projector has been a member of Mr. Elwell's parties, and his White Mountains tour will be planned on the same principles as those governing Elwell's. The gentleman says: "I do not care to have my name mentioned at present, but you may say, if you wish, that such a tour is contemplated."

IN last week's issue our proof-reader followed copy too carefully where he made the winning time in the five-mile handicap race at Yonkers, N. Y., as twenty-four seconds.

THE Providence, R. I., *Journal* says: "A reception was given last evening (November 8) at the club rooms of the Rhode Island Wheelmen, on South Main street, to Messrs. Henry Campbell, W. B. Copeland, Benjamin Smith Herman Thomas and William Van Wagoner. The four former comprise a party of the Rhode Island Wheelmen which spent the summer in 'doing' Europe on their wheels, and have returned to this city this week. Mr. Van Wagoner has just returned from Philadelphia with new laurels, for the club, having broken while there the Lancaster prize record, previously held for two years by W I. Wilhelm. All five of the gentlemen were the objects of assiduous attention from their less venturesome or less gifted wheelmen in the club last night, and they must have felt quite like lions for the time. There were about fifty members all told at the reception, and in their behalf Mr. Howard L. Perkins made a brief speech of welcome, and presented souvenirs of chestnuts. A sociable time followed, and then came the refreshments usual to such occasions."

IF a dispatch from New York is to be believed, the question of abolishing a League uniform will be one of the "live" questions to be discussed at the February meeting of officers,

ON the tapis for the first of next season is a 100 mile road race, to be held at Newport, R. I. An effort will be made to secure entries from such men as Murphy, Dampman, McDaniel, Elliott, Gerwing, Hall and Bowdish, and of course Van Wagoner. Such an event ought to be a big success, although the cracks will need to keep in training all winter to be in condition to tackle a 100-mile contest at the outset of the season. Newport is an ideal place for such an event, and the meet of wheelmen that would be bound to accompany it.

CHAIRMAN DAVOL will leave for Chicago December 1st, and will spend the winter in the Western metropolis.

WE hear that Los Angeles wheelmen promised to pay the California Division $100 for the privilege of having the Division meet at that place. Complaint is made that the agreement has not been fulfilled by the Los Angeles wheelmen. There seems to be a misunderstanding somewhere.

"NO class of our citizens is so interested in good roads as our farmers, and yet no class appear so indifferent to them."—*Exchange*.

THE Boston *Times* has this to say about the action of certain wheelmen: * * * "Frequent complaints have come to us from the suburbs that certain bicyclists—not all, by any means, but enough to be noticeable—have a habit of monopolizing the roadway, by taking the wrong side, or both sides when in groups, and in other ways interfering with the free passage of carriages." * * * The bicycle is a carriage, and any rider guilty of breaking the law is amenable for such transgression. A few "examples" would set the thing right.

WE think it was an exhibition of bad judgment to start Tom Roe on a trip across the country at the time of year when snow storms and blizzards are likely weather conditions.

WE are told that "Van Wagoner, Dampman and McDaniel have joined forces and are open to team competitions against all comers. It is a great team, and it is doubtful if another can be found in the

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

country to take any points ahead of them, either on road or track. Dampman and McDaniel both think Van Wagoner the greatest road rider in the country, a fact which they are generous enough to acknowledge so far as they themselves are concerned, as well as to pin their faith on him against anybody else."

By the way Van Wagoner is anxious to pocket a few more records before he puts away his little bike. He is modest, and all he wants is 24-hour record, the 15-hour tandem record, the 25-mile tandem record, and any other little affairs that may happen to come handy his way.

At a supper enjoyed by the Portland (Me.) Wheel Club, Mr. F. A. Elwell tells the following good one on Lamson. It seems Elwell and Lamson were out riding, in the vicinity of Boston, with some local riders. Mr. L. was coasting legs over handle-bars down a hill, when his brake refused to work. He shot down the hill like lightning. When Mr. Elwell reached him at the foot of the hill, Mr. Lamson greeted him with the query, "Is my hair white?" "Don't say a word," said Elwell, "the Massachusetts riders think you are a dare-devil on a wheel; they think you always coast like that."

"The agitation for better roads now being made by the League of American Wheelmen is, apparently, beginning to be felt."—*Exchange*

Great hopes are expressed by a prominent member of the Hudson County Wheelmen, of Jersey City, that that club will once more be enrolled as a League club.

The fourth anniversary banquet of the Hartford Wheel Club was enjoyed by the members and a number of invited guests, at Habenstein's, on Wednesday evening. Particulars too late for this issue.

Danvers and Newburyport, Mass., are quarelling over the questionable honor of possessing the worst roads in Essex County. Each claims the "honor" (?).

The Baltimore *Herald* says: "President Luscomb writes that it is intended to make a fight for improved roads this winter in the Legislatures of several States, of which Maryland is to be one. He desires the Maryland Committee on Rights and Privileges to draft a suitable bill for the collection and proper expenditure of the road tax in this State, and has asked the names and addresses of the different members of the Legislature. There will be a joint meeting of the National, Executive and Rights and Privileges Committees in New York early next month, when the work will be mapped out and the details arranged."

The Manhattan Bicycle Club, of New York, will give its third annual reception at the Lexington Avenue Opera House, on Friday evening, February 7, 1890.

The New York *Sporting Times*, of New York City, is one of the best papers to advertise in. It is the official organ of the Amateur Athletic Union, of the United States, and has a circulation of 45,000 copies per week. It is the leading athletic paper of America.

THE BALTIMORE, MD., CITY ELECTION.

Says Mr. James B. Reed, the chairman of the Road Improvement Committee in Baltimore *Herald*: "The wheelmen have good cause to congratulate themselves on the result of the election. There was not sufficient time to work the matter up as thoroughly as should have been done, but, even with the very limited preparation, of the twenty-two nominees recommended ten were elected, and there were important results in wards where the men recommended were unsuccessful. This is notably true in the Nineteenth and Twentieth wards, which gave a Republican majority of 166 last year, but in which Mr. Ford was beaten by only eighty-eight votes. In the First ward our nominee for the First Branch had a majority of 122, while last year the majority was seventy-one. In the Twelfth ward the majority was increased from 120 to 203, and in the Nineteenth from 132 to 242, while in the Fourteenth, which last year gave a Democratic majority of 174, our nominee, who happened to be a Fusionist, won by forty-four votes. Our hardest fight, however, was in the Eleventh and Twelfth wards for Mr. Supplee. These wards gave Harrison a majority of but eighty-six, and Mr. Supplee's predecessor won by 273 votes. Our fight was hard and our opponents were not altogether fair, but we managed to give Mr. Supplee a majority of 406. Comment is unnecessary." * * * *.

"What will be the immediate effect of our work?" continued Mr. Reed. "Well, we shall see. We have much in view, but accomplished facts are more eloquent than prophecy. We hope much, and before the next city council adjourns we expect to be able to show results which will convince all of the few 'doubting Thomases' who have questioned the propriety of our methods."

AN OUTRAGE.

The following clipping was sent us from Iowa City, Iowa:

"A couple of weeks ago Lohr, Davidson and Hall were out on the Muscatine road, on their wheels, and got into a slight difficulty with a farmer named W. J. Hall. The boys, seeing Hall's horses were liable to get badly frightened, dismounted. The horses kept on jumping, broke the wagon tongue and ran into a barbed wire fence, mixing things up pretty generally. On the return trip the boys were stopped by Hall, who stated that he had been damaged to the extent of $100, but if they would pay him $2 he would say no more about it. As the bicyclists had used all proper care, they refused to pay anything, saying they had as much right on the road as any one else with any sort of vehicle. Hall insisted upon $2 or blood. As by this time there were about half a dozen farmers, all of one mind, and but three bicyclists, it was deemed best to pay the amount demanded, so it was done, and a receipt taken for the money. The following Monday Davidson filed a complaint against farmer Hall, charging him with assault. Thursday the prisoner was brought in, and had a consultation with Messrs. Craven and Orelup, the prosecuting attorneys. The result was that farmer Hall was glad to return the amount extorted and pay all costs. By extorting the payment as he did, the farmer laid himself liable to a fine of $500, or two years in the penitentiary, and when informed of the serious nature of his offence, he was glad to get off so easy. The cyclers were not inclined to persecute the man, so they brought the lightest charge, that of assault, and now as they gained their point and convinced the fellow of the error of his ways, they will let the matter rest."

TOM ROE'S HARD RIDE.

Tom Roe looked haggard and careworn when he arrived at Kansas City last Saturday, Nov. 9. His wife, who was in the city to meet him, did not recognize him, as he had grown a heavy beard, his hair was almost down to his shoulders, his costume a big pea jacket, leather cow-boy trousers, and a big white sombrero. His reception in Kansas City was splendid, and was almost a fair recompense for the hardships he has endured. Van Sicklen, the old Chicago war horse, was the genial spirit there. "Birdie" Munger; Barrett, conspicuous with his white shirt bearing the words "Chicago Cycling Club;" Frank Riggs, Obergfell, Dillon, Oliver, Frank Morris and a dozen other Chicago men, were there. Of course the stalwart Roe was the centre of attraction, and the details of his journey were listened to with rapt attention.

Roe has had the worst condition of things to combat—persistent rain, snow, wind and mud have been the difficulties he had to contend with. The roads and weather have been simply horrible. Roe is pretty tired, but though some 80 miles behind his schedule, he still hopes to make a good record. "No money would tempt me to repeat the journey," says Roe. The story of his adventures would fill a book, and that he has got through with a whole hide is a fact that he can congratulate himself on. Here is the itinerary of Roe's journey complete from San Francisco to Kansas City:

Sept.	Miles.
21, San Francisco to Livermore, Cal.,	41
22, Livermore to Grayson, Cal.	60
23, Grayson to Charleston House Cal.,	58
24, Charleston House to Herndon, Cal.,	63
25, Herndon to Kingsbury, Cal.	33
26, Kingsbury to Alila, Cal.	50
27, Alila to Bakersfield, Cal.	45
28, Bakersfield to Keene, Cal.	32
29, Keene to Mojave, in desert.	31
30, Mojave to Kramer, in desert.	38
Oct.	
1, Kramer to Barstow, desert.	34
2, Laid off.	
3, Barstow to Newberry, desert.	21
4, Newberry to Haskett, desert.	13
5, Haskett to Ash Hill, desert.	20
6, Ash Hill to Bagdad, desert.	18
7, Bagdad to Cadiz, desert.	22
8, Cadiz to Fenner, desert.	30
(Total, 233 miles in Mojave Desert.)	
9, Fenner to Needles, A. T.	41
10, Needles to Kingman, A. T.	59
11, Laid off.	
12, Kingman to Peach Springs, A. T.	50
13, Peach Springs to Yampi, A. T.	14
14, Yamp to Fairview, A. T.	61
15, Fairview to Williams, A. T.	23

Oct.	Miles.
16, Williams to Flagstaff, A. T.	34
17, Flagstaff to Winslow, A. T.	58
18, Winslow to Navajo Springs, A. T.	73
19, Navajo Springs to Coolidge, N. M.	76
20, Coolidge to Laguna, N. M.	70
21, Laguna to Albuquerque, N. M.	66
22, Laid off.	00
23, Albuquerque to Lamy, N. M.	66
24, Lamy to Las Vegas, N. M.	65
25, La Vegas to Watrous, N. M.	20
26, Watrous to Dorsey, Colo.	75
27, Dorsey to Trinidad, Colo.	39
28, Trinidad to Clark's Ranch, Colo.	53
29, Laid off.	00
30, Clark's Ranch to Las Animas, Colo	67
31, Las Animas to Coolidge, Kan.	67
Nov.	
1, Laid off.	00
2, Coolidge to Syracuse, Kan.	25
3, Syracuse to Garden City, Kan.	52
4, Laid off.	00
5, Garden City to Spearville, Kan.	73
6, Spearville to Hutchinson, Kan.	103
7, Hutchinson to Strong City, Kan.	86
8, Strong City to Ottawa, Kan.	77
9, Ottawa to Kansas City, Mo.	47

Total miles traveled, 2156. September 21, 1-2 day; November 9, 1-2 day; September 22 to November 8 inclusive, 48 days; total, 49 days. Average. 44 miles per day. Actual number riding days. 43; laid off on account ankle, weather, etc., 6. Total, 49; average for riding days, 50 1-7 miles per day. Distance claimed from San Francisco to Chicago on a trip of 2134 miles—59 days; average, 36 miles per day

CORRESPONDENCE.

[*The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.*]

MYERS—WINSHIP.

Editor Bicycling World: I notice in your issue of November 1st, that "Stroller," of Chicago, thinks Bert Myers, of Peoria, is on the same mark with Winship. To the impartial wheelman who has known and carefully watched the work of both men, this view seems unfairly predjudiced in favor of Winship. The Chicago racers almost literally *lived on the track* here, and were therefore in splendid condition, but in the face of this fact the only men who fairly outran Myers in the recent tournament were, Lumsden, in the ten-mile; Tuttle, in the five-mile; W. A. Thorne, in the half-mile safety; and (possibly) George Thorne, in the ten-mile. (Winship, it should be stated, was not in any of these races at the finish.) Your correspondent closes his argument with the remark that Winship's well-known staying powers offset Myers' spurt at a finish, and that if Winship used as much head work as the Peoria flyer, he would in his (Stroller's) judgment, be a trifle ahead of Myers on the ladder of fame; but I fail to see how he can honestly place Winship's "staying powers" above Myers'; and as for "head work," it has struck me (and I think other impartial observers will agree with me) that Myers has little to brag of on that score—and certainly Winship shows the best judgment his pedal extremities will allow him. FAIR PLAY.

Chicago, Nov. 4.

MR. MILES' REPLY TO MR. BULL.

Editor Bicycling World: Mr. Bull's plan for improving the method of conducting the championships hardly seems to me practicable. I have given the matter considerable thought, and at one time made many inquirers into the feasibility of the idea now suggested by Mr. Bull, but became convinced that few of the Divisions have sufficient money to pay the expenses of representatives to the National meeting, and, what is worse, have no men in power who possess sufficient energy and ambition to promote and make a success of the State Division meets and championships and thus raise funds. Another thing with which I disagree is the proposal to make it compulsory to join the League to be eligible to compete for the championship. The events should be made National in every sense of the word, and to make them so they must be open to every amateur in America. regardless of whether he is a member of the League or not, or even a member of a club. We want something beyond League championships. Offer every legitimate inducement, and use every agument to increase the membership, but don't try to force men to come in.

Mr. Bull has been interesting himself in the rules of the Amateur Athletic Union, evidently, for he proposes the adoption of a rule preventing a man changing his club inside of a year. The Amateur Athletic Union found it necessary to adopt this rule, because in the athletic ranks are no end of men, who, to athletic clubs, are just what promateurs were to manufacturers, willing to change clubs according to the situation and salary to be gained thereby. Bicycle clubs have not reached the stage of vaunting ambition occupied by rich athletic organizations, and I am inclined to think such an action as is proposed would be unecessary and unjust legislation. A rule providing that a man must have been a member of a club, say three months before he can represent it in competition, however, might be advisable.

The idea for the improvement of championships which seems to have taken root among Western men is to divide the country into three sections, Eastern, Western or Central, and Pacific Coast; to perfect an organization in each of these sections, each to have charge of racing affairs in its district subject to the laws made by the National Racing Board, and to promote sectional championships, the winners to be sent to compete for the National championships, expenses paid. Each Division should have a Racing Board, and it might be found advantageous for the chairman of each to be a member of the National Racing Board. By this means we can certainly get nearer the truth as to who is really champion, and all doubts and fears about the legitimate use of expense money may be allayed. SAMUEL A. MILES.

Chicago, Ill., Nov. 11.

A PROTEST TO A PROTEST.

Editor Bicycling World: As Mr. A. W. Mabbett cannot possibly have reference to anyone but myself, I am forced, in self defence, to nail all of his lies, which fortunately I can do, right in League circles.

Every local wheelman understands the slur is meant for me, as I am the only wheelman in town who has been suspended by Chairman Davol

I was not suspended for crooked work, as he well knows, but for racing at the North Adams Wheelmen's club tournament, May 30, which was handicapped by the Hoosac Falls, N. Y., Local Consul, J. S. Hazwell. For my club's and my own ignorance of the changed L. A. W. rules, I was suspended with the other contestants until July 1st.

As to the slur on Mr. John Cain: The wheelman who wrote the article referred to, will, I am sure, bear me out in saying that he never saw or heard of me, as I did not have the pleasure of meeting him. I was at Newport, Vt., when he passed through here.

As to the facts he mentioned I would have been too much ashamed of the local wheelmen's spite against each other to have spoken of it to an out of town wheelman. Nevertheless, there was more truth than poetry in it.

As to my jockeying methods; I have been a wheelman for five years, and four times have been elected Captain of my club. I am not a racing man, never having raced, only in a few local races, and have never been accused of jockeying by any one. It only goes to show the spleen of the writer, who, in the Sunday *Express*, on which he is employed, even called the bicycle I represent, the world-renowned Columbia, a "milk wagon wheel."

As to my business methods: I defy any man to prove that I have not treated them fairly. I sold Mr. Mabbett his first wheel last spring, for which reason, I am told, he holds such malicious spite against me. I will leave it to any fair judge if it is not worth the fifty dollars which he paid for it. Mr. Cain, for whom Mr. Mabbett takes up the cudgels for, is an agent for a rival wheel, and of course does not agree with me, and has evidently poisoned Mr. Mabbett's mind against Columbia wheels.

As the protest shows such malignant spite I wonder that it was ever allowed to appear.

The Berkshire Rovers (on whom I do not wage war), as a new club, I wish them all success. If they have club rooms, as Mr. Mabbett says they have, they are unknown to any member of the well-known North Adams Wheelmen's club, a club which was organized five years ago, and which has been the only club in town until within a few months.

In justice to my character and business I trust you will allow me space to vindicate myself, as I have been a League member four years. Yours sincerely, F. H. MCKEE, L. A. W. No. 11,603,
Treasurer North Adams Wheelmen.

North Adams, Mass., Nov. 11, 1889.

ON THE SAME SUBJECT.

Editor Bicycling World: In your last issue you print "A Protest" from L. A. W. 22,664, and, in justice to Mr. Frank McKee, (to whom, I suppose, the article refers), I would say, that as a "business man," he, and his methods of conducting same, are commended by all respectable and unbiased citizens and cyclers.

And as far as the "crooked work on the path" is concerned, you could and should have inquired of Chairman Davol before publishing such slander. The facts of his suspension are, that he, with ten others, entered and competed in a handicap race, which was not officially handicapped, and he being ignorant of violating Clause 3, of Racing Rule F.

Such local differences, like that which shows itself in your last issue, can be of no interest to your general readers, and (quoting from one of your editorials), "calling names and disparaging attacks settle nothing and enlighten nobody," besides showing very poor taste on the part of the writers of same.

Hoping you will give this a space in your paper at your earliest convenience, I am, Very fraternally,
JOHN B. FRENCH, No. 12,353.
Secy. "North Adams Wheelmen."

[It is very evident that No. 22,664 has thrown a boomerang, and we take pleasure in printing the above letters. Mr. 22,664 was all right so long as he defended the good name of the Local Consul, but when he jumped at the *source* of the information obtained by Mr. Bowen, he allowed his good judgment to go to the wall. Mr. McKee, we think, comes out of this controversy on "top side."

We close the controversy here, but have written Mr. Bowen, asking him if Mr. McKee *was* the source of the story he told. We shall print the results.—Ed]

THE ZIGZAG CLUB OF BUFFALO, N. Y.

Editor Bicycling World: Reading an account of "Zigzag" trouble in a late issue of your journal, and knowing the facts of the matter, I beg to correct same, as no such "trouble" has ever occurred, and no such names as "low-bridge gang," etc., were heard in the club rooms before published in a local paper by some friend (?) of the club.

The whole thing is that the officers of the club were simply performing the duties of their office, by trying to put a stop to some disturbances made by several members of the club, and these members understanding it was for the good of the club, took these "corrections" as they were intended, and not as reported. These little incidents reach the ears of "gossipers" and newspaper reporters, who, thinking they have "struck" an item, immediately publish a glowing account of it, a sample of which you have read.

If the club were at war, and were on the point of dismemberment, it could not arrange and carry out the pleasing programme of socials, theatre parties and dances that is planned for this winter's season.

Kindly publish this in the World, and oblige,

Very truly, Wm. A. L'Hommedieu,
Secretary Zigzag Bicycle Club.

WAS "KAY BEE" SATIRICAL OR IN EARNEST?

Editor Bicycling World: In your issue of the 1st inst., in the notes of "Kay Bee," appears a description of a "grand action" in a game of foot ball, wherein he describes a collision between a Princeton rusher and the Harvard full-back, whereby the full-back had his collar bone broken, and was carried senseless from the field.

Your correspondent then continues: "Such a sight as this is more inspiring than most sermons. Not a person among the audience, probably, who did not come away ennobled by seeing it." Is it not time to call a halt on such drivel? If his audience at the game of foot-ball were so impressed by the moral lesson contained in the above accident, I would suggest that the sight of a hanging would wonderfully chasten and purify their lives. And a prize fight or a view of a slaughter house, exalt "Kay Bee" and his audience to the seventh heaven of delight.

I admire manly courage, and enjoy a game of foot-ball, but do not go to a game with my appetite whetted for accidents and gore, but to see a game well played, excepting of course the necessary scrimmages, and enjoying them.

If his article is supposed to be satire, it is poorly done. If it is written in soberness, it is unmitigated nonsense. Even if the silly season in cycledom has arrived, save us from such trash.

Yours, Cynic.

Philadelphia, November 5th, 1889.

THAT MILE IN 2.13.

Editor Bicycling World: I can scarcely blame people for feeling a great degree of skepticism concerning Bert Myers' mile in 2 13, that being the time claimed instead of 2 31, as you at first seemed to understand. The time is certainly most extraordinary, yet the facts are precisely as stated in my last, and, although very hard to believe, we have no reason to doubt the sincerity of the parties concerned, viz: the two time keepers and the starter. They are well known here and are entirely above suspicion. One of the time keepers, H. W. Hopkins, is an employee on the Board of Trade, and is well known to be much beyond the average of worth and trustworthiness. He is a son of Judge H. B. Hopkins, one of the best known and most respected citizens of Peoria. The other time keeper, Guy T. Mowat, is chief clerk of the T. P. & W. freight office here. His position is a very responsible one, and was secured by Mr. Mowat because of sheer worth and ability. He has 20 or 25 men under him, and stands high in railroad and business circles. The starter, W. H. McCulloch, occupies a responsible position with the First National Bank of this city, and is a son of Judge McCulloch, than whom few men stand higher in this city. As to Bert Myers himself, it is unnecessary to say anything, as his reputation as a modest, quiet and entirely trustworthy young man, with very little to say on any subject concerning himself, is pretty well known. Furthermore, Myers makes no claim to a record, leaving the matter of the time entirely to the say-so of the men who held the watches.

Neither of the time keepers nor the starter ride the kind of a wheel Myers rode the 2.13 in, nor do they any of them ride the kind of a wheel that Myers usually rides. They are none of them interested directly or indirectly in the cycle business, and can have no motive in misrepresenting the fact. H. G. Rouse.

THE TIMING.

Editor Bicycling World: In response to your inquiry for a statement from the timers of Bert Myers' mile in 2.13, I send you the inclosed sketch of the course, showing the position of each man. From my position, about 1-3 of the way down the course, and in full view of Mr. McCulloch, who pushed Myers off, and Mr. Mowat, the other timer, standing 2-3 of the way down the course, I dropped a handkerchief as the signal to start. Immediately upon catching the time, Mr. Mowat mounted and rode to the finish, catching the time as Myers crossed the line. I attempted to do the same, but had to dismount and let Myers pass before reaching it, but still in full view of Mowat as he stood on the line. The course is slightly up grade for about 1-3 of a mile, then slightly down grade, and rising again a short distance from the finish. The whole mile will average up about level. The watches used were ordinary (not stop) watches, Elgin movement, and correct time keepers. The riding of a mile in 2 13 seems as incredible to us as it does to you, but we can see no room for doubt as to the correctness of the distance or the timing. Think you will hardly assert that two timers, standing at least 1-8 of a mile apart, could make an error *of exactly the same amount*, or that the two watches would vary from the correct time *in exactly the same amount.* Hoping to have convinced you that the only wind about the affair was the one that blew at Myers' back, I remain,

Yours very truly,
H. S. Hopkins.

This is correct:
W. H. McCulloch,
G. T. Mowat.

THE YORK (PA.) CLUB'S MOONLIGHT.

Speak of suberb nights; there never was a more perfect night than last Tuesday, when fourteen members of our club responded to a call for a moonlight run. A cloudless sky, full moon, and the air just brisk enough to keep the boys from becoming over-heated. Only those who have been out on such a night can realize what sport it is to take such a moonlight ride. The fact of the matter was that the boys were not looking out so much for stones and ruts as for quarters and half dollars which country folk going to market might have dropped. Besides, the pike was in as fine a condition as it has been at any time this season. We left York at 7 o'clock, blowing tin horns and swinging chinese lanterns. Having only put the lanterns on our wheels to make our party look all the more gay, we threw them away after we were once out of the city, not wishing to be troubled with them. After a short ride of eleven miles we reached Wrightsville. A vote was then taken whether to leave our wheels there or ride the P. R. R. Bridge. It was decided to walk to Columbia, and accordingly we stacked our wheels in the hotel stable. After purchasing tickets, a proposition was made to run to the Bridge, which is a mile and a quarter in length. Nine of the fourteen accepted the proposition, and a brisk trot was started and maintained until the finish. The leader, when within five hundred yards of the finish, started a spurt, and was followed by three others.

Orders were then given to meet at 9 30 at Warren's Restaurant. It being about an hour of that time, we all dispersed in groups of twos and threes to call on our respective friends. At the given time we assembled at Warren's, where a table spread with the choicest viands awaited us. And didn't we do justice to them, especially our prize eater, who was sure to get a double share at every serve and then kept his neighbors in a perfect sweat to prevent their share from falling into his hands. His record was something like this: Seven raw oysters, eighteen fried oysters, five large pieces of fried chicken, two plates of salad, about a pound of Malaga grapes, several oranges and apples, two plates of cream, not less than a dozen slices of bread, and a glass of water with every slice. No wonder that boy got the cramp in the regions of his belt, and took a header every half mile.

After supper, all being too full for utterance, let alone a mile and a quarter walk, followed by an eleven-mile ride, we adjourned to Mr. Warren's parlor, where to the accompaniment of the piano we had a series of songs and dances.

At 12 30 we started across the bridge. This time we all walked, but during the entire time we sang the famous "One Little Boy." After a delightful ride, during which several of the boys took "headers" over their shadows or "rut sliders" over fence rail shadows, we arrived home at 2 A. M., all thoroughly delighted with the pleasures of the evening. "Espew."

RACES AND RECORDS ON ROAD AND TRACK

[NOTICE.—Those who send us in reports of races will oblige us by seeing that initials of competitors, handicaps and time in full, ARE GIVEN IN ALL CASES.—ED.]

AT NEWPORT, R. I.—The five miles race for the championship of Newport for prizes offered by W. Van Wagoner was run off November 6th. The starters were William Holland, Walter Holm, Arthur Cummings, Raymond Himes and Nathan Brayton. Coming past the finish on the first lap the order was Cummings, Himes, Holland and Holm; on the second Holland went to the front, but was passed just at the post by Cummings, who was evidently riding well within himself. Holland then dropped behind Himes, who had previously given way to Holm, and in that order the fourth circuit was made, the line being well strung out. In the fifth Holland dropped out, and the finish was made as follows: Cummings first, by about fifty feet; Holm second, about the same distance in front of Himes. All appeared in good condition. The time was 18 minutes 12 2-5 seconds, and the distance, according to the city map, about 4 1-2 miles.

Brayton, who started in the race, soon dropped out, as he was not in condition to hold the pace.

AT DANVILLE, PA., October 24th.—At the fall meeting of the Danville Driving Park and Fair Association. One-mile open, five heats—Bert Galbraith, Milton, Pa., took three straight heats easily; H. H. Kramm, Williamsport, Pa., second; H. Weidenhamer, Danville, Pa., third; Bert Vankirk, Danville, Pa., fourth; John Meixell, Lewisburg, Pa., fifth. Time—First heat, 3 43; second heat, 3 43; third heat, 3 45. Condition of track was very poor. The first heat was the only one which was a close finish, and it was made so by Kramm fouling Galbraith, as he attempted to pass on entering the home stretch. Kramm gained fully fifty feet by it, but Galbraith made a desperate spurt and won the heat by a length, amid the wildest applause. [Omitted by oversight from issue of 8th.—ED.] B. MCCLURE.

AT BRIDGEPORT, CONN.—The fifteen-mile road race of the Rambling Wheelmen took place at Seaside Park, Wednesday, November 6th. Notwithstanding the raw and chilly condition of the atmosphere there was a goodly sized crowd of spectators in attendance. The contestants remained well bunched together throughout the race. Following are the results: Franklin Smith, first, 62m. 32 3-4s.; Fred Schubert, second, 62m. 35s.; Charles Fox, third, 62m. 36s. The roads were in first-class condition but a strong westerly wind interfered considerably with the racers, otherwise much faster time would have been made.

AT PHILADELPHIA, PA.—The following particulars of the record made by Van Wagoner as announced in our last issue, reach us as follows: "Van Wagoner breaks the Lancaster Pike record. On Monday Van Wagoner made an attempt on the record over the Lancaster Pike to 52d street—48 10—made by Wilhelm of Reading in November, 1887, but owing to the heavy condition of the road failed to break the figures; the best he could do being 49.14 1-5. Dampman started with him as pace maker, although he was in no condition for riding, having been on his wheel but once since the Wilmington road race, and he came in 52.15.

McDaniel and Draper also started on a tandem safety, but the rear tire came loose at Devon, throwing them out of the race.

As the riders were compelled to dismount at one place and push their wheels through the mud, it became evident that the Rhode Island man, would, under favorable conditions, break the record, and he accordingly made another attempt on Tuesday, November fifth. The road had dried off very much by the time the race was started, and the knowing ones predicted that the figures would have to go, and so the event proved.

On Monday the starters, Messrs. Richwine and Crowther, sent the men off from the road above the station at Paoli, catching the train thirty seconds later, reaching the finish at Fifty-second street about five minutes ahead of Van Wagoner. But on Tuesday Messrs. Bretz and Van Deusen, who started him, stood on the rear platform of the train and gave the word precisely at 3 25, as the train started.

At Wayne, McDaniel and Draper were waiting on the tandem to pace him in and they kept with him all the way, crossing the finish a few seconds ahead.

When, at 4 12, Van Wagoner was seen sweeping around the turn at the railroad bridge, it became evident a new record would be made, and so the event proved, he crossing the line forty-seven minutes, forty-one and four-fifth seconds. The last two miles were made in nine minutes four-fifth seconds, and he would have knocked something off this had he not slipped his pedal in turning out for a team 200 yards from the finish. Wilhelm was among the spectators, and he pressed his determination to have another go at the record within three weeks.

McDaniel, Draper and Clark of the Pennsylvania Bicycle Club expect to ride for the twenty-four hour figures next week, and Van Wagoner has signified his intention of coming on and riding with them. "ARIEL."

Nov. 6, 1889.

A NEW TOE CLIP.



THE cut herewith shows a new toe clip, which can be applied to any pedal. We have often wondered why some ingenious individual has not before this put a simple and effective toe clip on the market, as all riders know from sad experience that the slipping of the foot at a critical moment means, in a majority of cases, a bad header or a bad fall.

The introduction of this invention will therefore be hailed by all riders with pleasure, and as the price (fifty cents) per pair is so ridiculously small we expect to see the time when it will be the exception to see the rider who does not use them. Messrs. Rankin & Bruce are desirous of placing agencies in all cities, and those who desire to represent them should apply at once, in order to be sure and get the agency. Agents address at once Rankin & Bruce, Box 103, Providence, R. I. See advertisement page 46.

VALUABLE BICYCLE MANUFACTURING PLANT FOR SALE.

THE undersigned, assignee in insolvency of the Springfield Bicycle Manufacturing Company, will receive offers or proposals for the purchase of the entire plant, machinery and tools, formerly belonging to this company, on or before 12 o'clock Wednesday, November 20th, 1889, at his office, No. 42 Court street, Boston.

The property is situated at Highlandville, Needham, Mass., twelve miles from Boston, on the Boston and Albany Railroad, and is amply adequate to build and complete about 2500 bicycles a year. The factory is in excellent order in every way. Both steam and water power. The company has been lessee of the factory, and satisfactory terms can undoubtedly be made with the owner for future occupancy. The former operatives, about seventy in number, are desirous of resuming work at the factory. The purchaser can commence work at once. Heat sufficient to warm the factory, and to keep the plant, machinery, etc., in perfect condition, has been, and is now continued under the charge of the former foreman. Further information and permission to examine the property may be had at my office. An acceptance of the highest offer will be subject to the approval of the Court of Insolvency. E. SUMNER MANSFIELD,

November 7th, 1889. Assignee.

VAN WAGONER, on the Eagle, still continues to make havoc among the records. This has been quite a fly season for the Eagle.

THE New Haven Bi. Club must be housed in a princely fashion. "On the first floor will be a parlor and reception room, smoking and lounging room, pool room and billiard rooms, steward's room and locker, wheel room, kitchen and bath room. The carpets throughout the house are Wiltons, of dark shades. Turkish portieres are hung at every door, and the walls have been covered with embossed paper of rich dark tints. The furniture in four rooms on the first floor are of willow wicker work, and in the other rooms of leather. On the second floor are six bedrooms, furnished at individual expense, for the use of members and out of town wheelmen, and two more on the third floor. A cupola runs two stories above the third floor, from which the colors are flying all the time. Beautiful pictures, mostly etchings, adorn the walls.

TOM ROE cannot say too much about the staying qualities of his Light Champion bicycle. All the long distance trips heretofore accomplished have been made on heavy straight-spoked roadsters but Roe, contrary to the advice of many of his friends, insisted upon using his regular mount, which weighs thirty-eight pounds, and it has thus far carried him at a record-breaking pace with only two trifling accidents, both of which were caused by headers.

AMONG the good wheels that have been put upon the market this season, and without special advertising or pushing, have had a large and steady sale, is the Youth's Premier Safety, imported by L. H. Johnson. Best quality of steel throughout, weldless steel tube frame, adjustable ball bearings, and the same perfection of detail, fitting and finish that characterize all Messrs. Hillman, Herbert & Cooper's productions, place the Youth's Premier in the front rank of adjustable wheels for growing boys.

THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of leveing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unneccessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

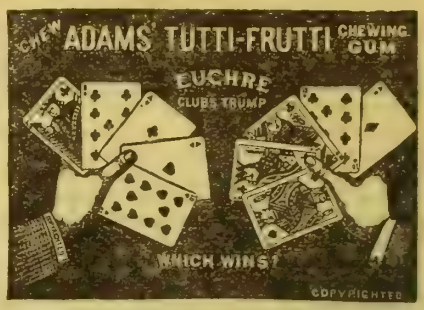
A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.

Price, $25.00.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1889—90.

PRESIDENT,
CHAS. H. LUSCOMB,
280 Broadway, New York

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass.

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

The President and Vice Presidents (as by the Constitution required.)

Membership.

A. E. Mealy ....1736 Druid Hill Ave., Baltimord, Md
F. L. Casselberry.....Mansfield, Ohio

Rights and Privileges.

A. Moore Berry.....421 Olive St., St. Louis, Mo.
George A. Perkins.....Cambridge, Mass.
Isaac B Potter.....Brooklyn, N. Y.

Rules and Regulations.

Dr. Wm. H. Emery....109 Warwick St,, Boston, Mass.
W. A. Davis.....Chicago, Ill.
Chas. L. Brockway.....Middletown, Conn.

Improvement of Highways.

Dr. Chas. S. Butler.....680 Main St., Buffalo, N. Y.
Wm. W. Share.....Brooklyn, N. Y.
Junius E. Beal.....Ann Arbor, Mich

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwater.....Washington, D. C.
Harry H. Hodgson.....New Orleans, La.
George Collister.....Cleveland, Ohio.
Robt. A. Smyth.....San Francisco, Cal.

Transportation.

W. M. Brewster.....309 Olive street, St. Louis, Mo.

Massachusetts Representative.

R. E. Grant, of Hyde Park, Mass., is elected a Representative in the Massachusetts Board of Officers on behalf of the Hyde Park Ramblers.

E. E. ABBOTT, Sec. H. P. R.

Ohio Consuls.

Chief Consul, M. A. High, has appointed the following Local Consuls:

Archbold, E. A Murbach.
Bryan, M. M. Patterson.
Cincinnati, H. Otto Barth.
Coshocton, C. M. Voorhees.
Columbus, Chas. W. Eberly.
College Hill, Sam Goodman.
Dayton, A. A. Simonds.
Defiance, Chas. E. Slocum, M. D.
Delaware, R. G. Knight.
Delta, J. H. Teeple.
Granville, W. H. Hurlburt.
Hicksville, T. G. Dowell.
Hamilton, Elmer E. Leiter.
Hartwell, A. Oskamp.
Linton, Arthur W. Strong.
New Comerstown, Frank V. Mulvane.
New Philadelphia, D. A. Raiff.
Middletown, F. A. Jones.
New Bavaria, Chas. P. Slenty.
Patalaska, Wm. H. Mead, Jr.
Pemberville, Augustus Keil.
Toledo, Miss Fannie Farrar.
Toronto, W. B. Francy.
Wauseon, Cy. Snellbaker.
West Wheeling, Alvin W. Loe.

Appointments for the remaining localities will be made as soon as the representatives send in their recommendations.

It has been found necessary to make some change in the assignment of districts to the representatives.

It was discovered that Marcus Moses, representative at large, to whom district 16 was assigned, was not a member of the Ohio Division, as he had moved out of the State in January. This district has been taken in charge by Vice Consul B. J. Balliet of Mansfield.

It was also discovered that the Toledo Bicycle Club to whose representatives districts two and five had been assigned, had not renewed its League membership and was therefore not entitled to representation.

District two has therefore been given to A. E. Mergenthaler of Fostoria, Representative at large. District five has been given to Vice Consul Balliet.

Cut the above list out and paste it in your hand book.

WILLIAM D. KEMPTON, Sec.-Treas.

Cincinnati, Nov. 9, 1889.

Missouri Division.

To Sedalia members:

At the Sedalia meeting of this Division Mr. Fred E. Hoffman was elected a member of the Racing Committee. As he is not a member of the League and fails to answer correspondence, I am forced to declare the office vacant. Would be pleased to receive applications for the position. Fraternally yours,

ROBT. HOLM, C. C.

St. Louis.

Missouri Division Hotel.

The Windsor Hotel has been appointed the League hotel for Mexico. Regular rates, $2.00 per day. To L. A. W., $1.50, meals and lodging, 35 cents.

Fraternally yours, ROBT. HOLM, C. C.

Road Commissioners' Names Wanted.

To consuls and members:

A supply of Road Improvement Books have been sent me for distribution and as these books should be placed where they will do the most good, I will be pleased to receive the names of road commissioners or parties having charge of the roads, in each county of the State. Please give this matter immediate attention as the books should be distributed as early as possible.

Fraternally yours, ROBT. HOLM, C. C.

Racing Board Meeting.

The Racing Board of the League of American Wheelmen will meet in Chicago on Jan. 11, 1890, for the purpose of revising the Racing Rules for the season of 1890. All the rules will receive the Board's attention; but the more important matters to be considered are:

First—The Division of the country into racing sections for the better contesting of championships and the improvement of racing generally.

Second—Whether amateurs shall be allowed to receive expenses from League Divisions, cycle clubs, athletic clubs, or other organizations.

Third—The system of handicapping.

Fourth—Whether professionals shall be allowed to compete with amateurs in regular races under L. A. W. Rules.

The Board would be pleased to receive, either in person or by letter, the views of all persons interested in the advancement of cycle racing. Suggestions are now in order.

The Board members are: Chas. S. Davol, Chairman, Warren, R. I.; Geo. S. Atwater, 1230 Penn ave., Washington, D. C.; George Collister, Cleveland, O. (care Davis, Hunt & Co.; H. H. Hodgson, New Orleans La.; R. A. Smyth, 22 Montgomery street, San Francisco, Cal.

Letters addressed to either member will receive the Board's attention.

CHAS. S. DAVOL,
Chairman L. A. W, Racing Board.
Per order, CHAS. H. LUSCOMB,
President, L. A. W.

NOTICE—After Dec. 1st, and until further notice, the address of the Racing Board Chairman will be No. 1 Thirty-first street, Chicago, Ill.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

To Racing Men in California.

I am informed that the Chairman of the California Division Racing Committee has suspended, from all race tracks in California, for one year, Messrs. R. W. Turner, H. A. Pogue and Clarence E. Monroe; claiming that they violated the L. A. W. Racing Rules on Saturday, October 16th. I wish to state, for the benefit of racing men generally and California men in particular, that these three men have *not* violated the L. A. W. Racing Rules, and are *not* suspended from any race track in the United States. Amateurs competing with them will *not* be suspended. The National Racing Board of the L. A. W. are the ones who decide whether a man has violated its rules, not a Division Racing Committee.

The Chairman of a Division Committee has no power to suspend men, even though the men have violated the National rules.

The National Board alone has the power to suspend. Racing men will remember, that by competing with either of these men they do *not* render themselves liable to suspension.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 215—Total 102—11,777.

BOSTON, Nov. 15, 1889.

CALIFORNIA DIVISION—13—413.

Oak Leaf Wheelmen.

25478 Condy, Edw. B., Stockton
25479 Dudley, W. L., Jr., Farmers & Merchants Bank, Stockton
25480 Hart, C. Bee, "
25481 Higgins, James, Box 26, "
25482 Rhodes, A. McV., 198 Main st., "
25483 Weaver, Dan. L., 246 Main st., "
25484 Wulff, A. L., 296 Main st., "
25485 Wood, C. H., "

Unattached.

25422 Templeton, Harold B., Los Gatos
25477 Chamberlin, W. P., 574 17th st., Oakland
25423 Burris, G. W., Box 181, Santa Ana
25416 Davis, W. Irving, 718 Market st., San Francisco
25508 Shrode, F. M., Duarte

COLORADO DIVISION—1—47.

Unattached.

25441 Lyman, Joseph B., Box 281, Greeley

CONNECTICUT DIVISION—12—606.

Connecticut B. C.

25486 Bingham, Edwin H., Drawer 45, Hartford

Unattached.

25425 Woodruff, James C., Bristol
25417 Braslin, John J. E., 182 Quinnipiac st., Fairhaven
25424 *Howard, Miss Amy Lee*, 687 Asylum st., Hartford
25487 Cone, James B., 630 Farmington ave., "
25488 Hubbard, Louis B., Box 334, "
25489 Perine, F. G., Times office, "
25490 Reynolds, Jno. R., 60 Woodland, "
25491 Tolles, Chas. L., Drawer 45, "
25492 Tracy, Hubert D., Box 957, "
25493 Way, R. F., Way & Co., "
25426 Finch, C. F., Box 405, Southington

ILLINOIS DIVISION—8—837.

Capital City C. C.

25466 Abbott, Geo. S., 1007 North 5th st., Springfield
25467 Baumann, Chas. T., 630 E. Wash. st., "
25468 Baumann, G. Edw., 630 E. Wash. st., "
25469 Burns, Ed T., 230 N. 13th st., "
25470 Grant, Fred L., 219 So 6th st., "
25471 Loper, Harry T., 615 E. Wash. st., "

Mendola C. C.

25427 Ruggles, Mark, Mendola
Rushville C. C.
25418 Bagby, Hans, Rushville

IOWA DIVISION—1—125.

Unattached.

25494 Hass, J. H., care Scott County Sav. Bank, Davenport

KENTUCKY DIVISION—1—92.

Unattached.

25464 Good, R. C., Ludlow

MASSACHUSETTS DIVISION—16—1567.

Hyde Park Ramblers.

25442 Rhodes, Albert, Hilton ave., Hyde Park
25443 White, Chas. F., 66 Hyde Park ave., "
25444 Scott, N. W., 48 Summer st., "
25445 Plummer, R. S., 25 Neponset ave., "
25446 Sanders, John, 154 Beaver st., "
25447 Vincent, Geo. W., River st., "
25450 Marks, H., "
25451 Corbett, Chas. F., Huntington ave., Clarendon Hills
25458 Andrews, Henry G., Garfield st., Hyde Park
25459 Joubert, W. A., Pierce st., "

New Bedford C. C.

25504 Hunt, Edward, 4 Foster st., New Bedford
25505 Dantsizer, John, 25 Cedar st., "
25506 Burns, Harry L., 78 Purchase, "
25507 Shirtleff, Geo., Fairhaven

Unattached.

25428 Hill, Floyd, L. Box 204, Chicopee
25452 Sullivan, J. A., Needham

MICHIGAN DIVISION—6—433.

Grand Rapids Bi. Club.

25429 Fox, Nicholas A., 221 Lagrave st., Grand Rapids
25430 Furber, James B., room 20, New Aldrich Block, Grand Rapids
25431 Hugenholtz, Herman P., 128 Monroe, "
25432 Klose, H. J., 4 Monroe st., "
25433 *Richmond, Miss Clara M.*, 370 So. Lafayette st., "
25434 White, Harry C., Mich. Artisan, "
[illegible] Grand Rapids

MISSOURI DIVISION—4—312.

Missouri Bicycle C ub.

25510 Chauvenet, Wm. M., 2703 Lucas ave, St. Louis

Unattached.

25509 Knight, Wm. B., 207 No. 10th st., "
25511 Wills, E. S., 1206 Washington ave., "
25512 Hussung, W. D., 323 Olive st., "

NEBRASKA DIVISION—4—88.

Lincoln Wheel Club.

25419 Edmiston, A. R., care Burr Block, Lincoln
25420 Sullivan, Joe L., care Webster & Rogers, "

Unattached.

25472 Tracy, R. Z., 2614 B. ave., Kearney
25473 Kostomlatsky, E., 2614 B. ave., "

NEW JERSEY DIVISION—7—583.

Hudson County Wheelmen.

25513 Soper, C. E., 350 York st., Jersey City

Orange Wanderers.

25514 Wheeler, John C., 52 Arlington ave., East Orange
25515 *Morehouse, Mrs. F. T.*, Box 72, Orange Valley

Unattached.

25453 Algar, Leonard D., 1334 At'l ave., Atlantic City
25454 Jackson, Thos. J., 1334 At'l ave, "
25455 Leeds, Horace M., 110 S. Georgia ave., "
25456 Burger, Geo. H., 10 Wilkers st., Jersey City

NEW YORK DIVISION—8—2060.

Orange Wanderers.

25516 Prindle, R. S., 20 Cedar st., New York

Unattached.

25436 Watkins, Harry V., Box 18, Bellport, L. I.
25459 Alexander, Alex, 147 East 62d, New York
25460 Hahn, A., 24 Union sq., "
25458 Healey, John A., 548 Pearl st., "
25495 Mackellar, Vm., 181 Lenox ave., "
25435 Olmi, Geo., 2191 7th ave., "
25465 Hindersen, Charles, Box 135, Rosebank, Clifton, L. I.

OHIO DIVISION—2—833.

Canton Bi. Club.

25437 Rex, Harry R., Canton

Forest City Ramblers.

25461 Lehman, Isidor, 214 Ontario st., Cleveland

PENNSYLVANIA DIVISION—11—1369.

South End Wheelmen.

25496 Coulter, Chas. D., 623 Siegel st., Philadelphia
25498 McCurdy, Rob't P., 1924 So. 7th st., "
25499 McDougall, T. W., 1520 Mole st., "
25501 Young, Samuel, S. W. cor. 17th and Wash. ave., Philadelphia

Unattached.

25497 Hammer, Robt. E., 1219 Market st., "
25503 Harris, Geo. W., 2315 Vine st., "
25500 Ridings, Geo. W., Box 1558, "
25502 *Beesley, Nannie C.*, 9 W. Coulter st., Germantown
25421 Kleintop, Prof. T., Lehighton
25474 Sturgis, C. A., 222 Market st., Lewisburg
25438 Gaither, Francis E., Box 1034, Pittsburg

RHODE ISLAND DIVISION—2—325.

Unattached.

25439 Page, Elmer E., Phenix
25517 Brown, Robert P., 17 Planet st., Providence

VIRGINIA DIVISION—1—84.

Unattached.

25440 Abram, H. E., 916 E. Broad st., Richmond

WISCONSIN DIVISION—3—83.

Unattached.

25463 Simmons, Gilbert M., Kenosha
25462 Robinson, H. B., "
25457 Miller, Chas. G., Box 2, Shullsburg

CANADA—2—13.

Unattached.

25475 Simpson, Alfred A., 131 St. Alexander st., Montreal
25476 *Simpson, A. M. Alice*, 131 St. Alexander st., "

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ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find* $ ..... *for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

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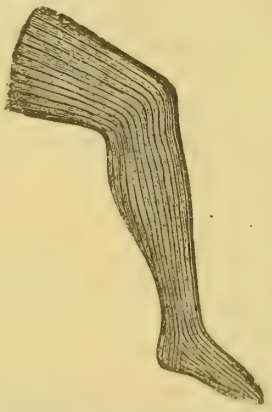
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Half-mile L. A. W. Championship, June 4th,
COLIE BELL, Ottawa, Kan.

Ten-mile L. A. W. Championship, June 4th,
COLIE BELL, Ottawa, Kan.

25-Mile Road Race Championship of Minnesota, July, 31, 1889,
COLIE BELL, Minneapolis, Minn.

Half-mile L. A. W. State Championship, July 18, 1889,
W. I. WILHELM, Reading, Pa.

One-mile L. A. W. State Championship, July 19, 1889,
W. I. WILHELM, Reading, Pa.

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DEVOTED TO THE INTERESTS OF CYCLING.

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BOSTON, 22 NOVEMBER, 1889.

Volume XX.
Number 4.

Coasting qualities are a pretty good test of the bearings of bicycles.

VICTORS ARE NOTORIOUSLY

COASTERS.

New proof of this was found in Syracuse the other day, when the only three Victors entered in the coasting match took 1st., 2d and 3d prizes, distancing all others except one.

Victors are built on lines that have shown themselves to be right. Ask their riders.

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CONCERNING HICKORY.

We are asked so many questions, on which even our catalogue sheds no light, and we are so busy on Hickory Wheels for next season, that we must answer in this open fashion such questions as admit of it.

Of course, when a man addresses his letter to the "manager," marks it "personal and confidential," and asks if *he* "honestly and truly believes that Hickory is better than steel," we sometimes make it a personal matter, and inform him, through the mail, in the strictest confidence, that we *don't* really believe in it, and that we only do this for fun.

Hickory is a vegetable product, hardy and tough, and is indigenous to many parts of North America. Most of this novel material, like many of the Federal office holders, formerly came from Ohio and later from Indiana.

The best 2d growth hickory now obtainable comes from Maryland, North Carolina and Virginia. The timber we use comes from all three of these states. Probably any one of them *could* furnish enough.

It is a singular fact that the toughest hickory comes from Democratic States. If any one can tell us why this is, don't do it. We know why the toughest bicycles are built in a Republican State, and we are too busy to meddle with politics.

A correspondent asks: "What do you mean by 'Elliott Hickory.'"

We don't mean *anything* by it. There *isn't* any such thing. We wish there was, because it would be still tougher. It is the

ELLIOTT HICKORY BICYCLE,

Hickory being an adjective qualifying Bicycle, the immediate cause of its doing so being Elliott. Elliott is a singular noun, first person (to make wooden bicycles), and stands for Hickory. Bicycle is a plural noun (and getting to be more so), third person, masculine gender, and won't stand for anybody.

Another asks us what we mean by "*Hickory Bicycles.*" If this gentleman had asked why wall paper is so called, what sheep shears or horse blankets are used for, or, if in his innocence he had enquired the price of $3.00 shoes, we could have some patience, as we are willing to do what we can for the enlightenment of the human race, but when it comes to furnishing definitions for such things as pine shingles or brass hinges, we must decline to begin so far back.

Speaking of hickory, why is it that there are relatively so few breakdowns among carriages and wagons? Their wheels are all made of timber and some of it mighty poor timber at that. Look at the number of these vehicles, the length of time they run, the loads they carry, and the roads they run over, compare this with a *like* number of bicycles, (don't forget the relative numbers). Suppose you were to buy a first-class carriage, steel tires, no rubber to save it from the jar, you run it over roads that would be impassable to a bicycle, and suppose you should run it two or three thousand miles without repairs, you wouldn't think of writing to its manufacturer about it, and if you *did* he wouldn't print so ordinary a statement. A man who keeps cycles to let, said he thought the greater durability of carriages was due to the intelligence of the horses.

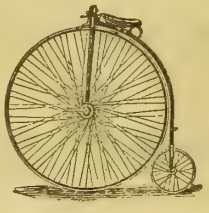
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Infringers prosecuted.
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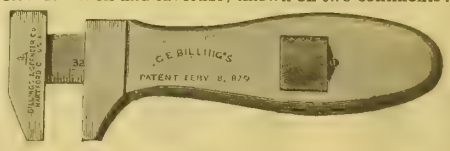
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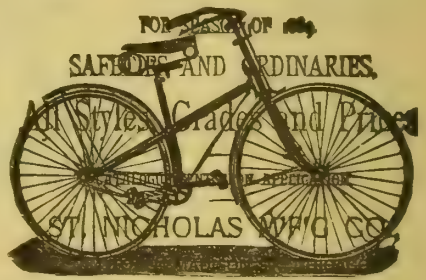
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54 Victor, good shape	50.00
54 Sanspariel, new tires, ball bearings	40.00
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CORRESPONDENCE.

[The Editor of this paper is not responsible for opinions exprressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]

WHY NOT RE-ELECT LUSCOMB?

Editor Bicycling World: I believe that the L. A. W. political pot has never seethed and boiled so actively and warmly as this year. I have lately been East, West, North and South, and the grand grab for office is certainly an amusing spectacle. I am convinced that many of the principal actors in the political drama regard the thing solely as a game, as a side issue, a relief from the regular work of earning their bird and bottle.

I am told that the regular ticket—why regular I am not able to discern—is Dunn, President; Emery, First Vice President, and Atwater, Second Vice President. Now I have no wish to make any personal issue with these men. Their various abilities, social as well as mental, are quite as well known to me as to any cyclist in the country. I admire Dunn and have noted his eloquent enthusiasm at many National Assembly meets. He is a man of more than ordinary calibre, and would grace and honor the office, for "Jim" Dunn is not coldly intellectual, but socially and mentally, warm and admirable. The record of the "Eloquent Emery," as I have always dubbed him, is a matter of public property. He is the head of a powerful Division, which he has made more powerful. He is, perhaps, the only C. C. who hustled around his territory last spring, stumping for roads improvement and raking in League members incidentally. Atwater, also, is well and favorably known as a social, hard-headed and sensible man, easily elected to the head of his Division and unanimously kept there. As I say, the men are all right. But ——

But why shelve Luscomb? In what manner hath he offended? I have been, perhaps, his most severe critic. I am near enough to him to note his comings and goings, and, in times past, it has been my duty and my privilege to criticise his policy. Yet I have never denied his activity and his mental worth. As a member of National Committees, Luscomb shone, and brightly at that. He is the kind of a man who revels in Parliamentary complications, and this appetite for complex codes has enabled him to formulate legislation, which, while perhaps faulty, is a vast improvement on anything that had gone before. But it is scarcely necessary for me to refer to his ability, for that is a generally admitted fact. He is a man of great force, of keen discrimination, and of astute and legal perception; unhappy, some may say, in certain personal peculiarities, but as to that, "let him who is without sin," etc.

The issue I desire to make, is that the League having now realized that the improvement of the public highways is the vital spark of its platform, it is worse than folly to elect a man to its Chief Executive office for the term of *one year only*. Within that space of time he has no personal conference with the members of the National Assembly until they meet to elect his successor. His committees have scarcely time to become familiar with their work until they must retire in favor of the new regime.

I am aware that President Luscomb has projected an apparently feasible scheme for the improvement of the highways in nine of the larger States. He has already communicated with several men whom I know to be exceptionably capable, and with their advice and assistance he will have perfected his legislative project by the first of the year. It needs no special acuteness to perceive that the long-delayed improvement of the highways — a delay which is even now anything but creditable to the League — will be still further put off should Mr. Luscomb be retired to private life

The members of the League, and those members of the National Assembl , who are *not on the inside*, but whose proxies are in such demand, may as well understand that there is no reason for Luscomb's retirement except the political ambition and personal vanity of some of his co-laborers and pseudo friends, whose advancement demands his sacrifice. You see, the goal is the Presidency of the League; the real work of advancing cycling being a matter of secondary importance. Any well-informed man knows just how much presidential bee each of the prominent L A. W. men has in his bonnet. There are perhaps a half-dozen of these moths who flutter around the candle, and those who are on the outer circles can only get a peg nearer the flame, when those on the inside are singed or consumed.

It is quite easy to figure out; Luscomb, President, is to be sacrificed; Dunn is to round out his political life by filling the chair vacated by Luscomb; Emery steps into Dunn's place, getting a step nearer the throne of grace, and Sanford Lawton is to be shelved in favor of Atwater.

This is a very interesting game of political chess to the few, but tiresome to the many, who want good roads, not politics. I think the continuance of Luscomb in office, at a time when important work is being undertaken — work at which Luscomb is an adept — will insure a speedier and more successful attempt at highway legislation.

As a cyclist I want good roads. Luscomb has nothing to tempt me; I shall have no share in the division of patronage, yet I have put my pen to paper to ask members of the National Assembly to hold their proxies until they rightly understand the situation, to refrain from turning over their rights to others to be used for political purposes, but to cast their votes for the man who will benefit the sport, independent of the ambitions of those who are on the inside.

F. P. PRIAL,
Member of the National Assembly.

P. S. To prevent any controversy I am anxious to state that I know that Mr. Dunn's motives are not questioned. He is too large a man to scramble for so small a place as the League Presidency. He is simply a candidate because his friends have asked him to be. I know that he could have been President of the League last year had he said the word. F. P. P.

NOMINATING MR. MOTT.

Editor Bicycling World: The feeling among the members of the League, in this part of the State, is unanimous in favor of Chief Consul Albert Mott, of Maryland, for the next League President, and as the friends of Dunn are claiming fifty-two out of the ninety votes of the national delegates, I, as a member of the largest club in the League, and as a L. A. W. Representative in the largest Division, emphatically protest against delegates to the national meeting pledging themselves to Dunn, or any other candidate, before the meeting. The delegates, same as the Representatives of State Divisions, are elected to act for their constituents, and not for themselves as individuals, and should first consult their constituents before pledging their vote or proxy to support a candidate. Yet have any of these whom the friends of Dunn are claiming done this?

While Dunn was Chief Consul of the Ohio Division that Division ran behind in members, while on the contrary, in the Maryland Division a growth has been noticed while under Mott. Again, the West has had many leading officers of the National body, and as yet the South has had none. Again, Albert Mott has shown himself to be an able and willing worker in road improvements, also with right ideas on the championship question, and just the man the League wants for Chief Executive, while on the contrary Dunn has had his share of a high office, that of Vice President, and what has he done for the good of the League? and I am creditably informed that Dunn is controlled by the same ring that Kirkpatrick was, and we do not want any more such Ohio men for Presidents as the latter.

While I have nothing personal against Mr. Dunn, I love the League more, and there are scores of as able men as those on the National Board who should have a turn occasionally, and with the exception of the present President all have held offices on the National body time and again, and it is about time that some of them gave up their positions to some pushers. The League is reaching a crisis, and something must be done, or it will dwindle to half of its present membership if not less before another decade has passed by.

The road improvement question is the one thing above all others that must be hustled at once, and the League will have to commence work at once, — we have had plenty of ideas on the subject since I commenced on this road question several years ago (in 1885, I think it was; you can see by referring to the back numbers of the League organ) — and what we want now is work and workers. When I commenced the war in my native county, five years ago or more, the local papers would not help me any more than possible; but in a few months they were willing to help a little, till now they are willing to share a page to the proper discussion. Where I first agitated the ideas among the farmers, they scouted the idea, and refused to co-operate; yet before I got through with them, the sand spots, mud holes, and other bad places in the road in my own district disappeared, and now the road clear across the county, from north to south, has been turnpiked, and the farmers, with few exceptions, are with me with both hands, and many of the road districts have purchased road machines, and are taking great interest in the roads. When I commenced the fight I did not stop at talking and discussing the various plans of road making through the various county papers, but went on to the road *myself*, and shoveled dirt, drove teams, leveled off, etc., though I was in no way obliged to do so, and I also made a practice of removing stones from the road whenever it was possible, as I do even now, when on country roads; also, when I found holes and bad spots in the road I went to the proper officer and reported same, and if he did not attend to same, I made it so warm for him that he did at once. This is the

kind of work we want. Anyone can agitate road improvement through the wheel papers, but that don't reach the farmers, voters, and tax payers; those are the parties we want to reach. We want the kind of work done as is now being done in Baltimore, and we want the man who is doing that kind of work now.

Laying all prejudice aside, can we afford to get along without Mott as President of the League? That is the question! We have had several figure-heads; we want some one now that will act, and I know of none that are better able to take the bull by the horns, whether on the country roads, city pavements, or on the racing path.

I do not know that Mr. Luscomb is a candidate for the office of President, but if he is I am sure he would resign in favor of Mott, if he is in accord with the rest of this division, as I believe he is.

I have been somewhat personal, but I could not very well get at the point without, and the question is open to discussion.

CHARLES E. GATES.

Buffalo, N. Y.

A CHALLENGE TO THE VAN WAGONER TEAM.

Editor Bicycling World: In your "News and Comment" last week, I notice that it is reported that Van Wagoner, Dampman and McDaniels have joined forces and are open to team competitors. While we object to racing a team selected from all over the country, I am willing to match our team against the above-named team. As you already know, we claim to be able to defeat any team in the country got together, strictly under League rules. We will go farther and say that we feel confident that we are able to defeat any team of five that can be got together outside of Chicago. On behalf of the Chicago Cycling Club, I wish to say that we are ready at any time to arrange for a team race, of any number of men, at any distance, and if the gentlemen referred to in your report are in earnest, and will come out, over their own signatures, the details can be settled in very short order. Fraternally,

N. H. VAN SICKLEN,

73 Randolph st., Chicago. Captain Chicago Cycling Club.

BOSTON NOTES.

"TONEY"

PHENOMENAL in the history of cycling clubs has been the growth of the Dorchester Bicycle Club, which to-day is known throughout the length and breadth of the country as one of the leading organizations of the Old Bay State. This organization was perfected at Milton Lower Falls early in the riding season of 1884, and since then its membership has increased, until now it has some sixty-odd members, several of whom are looked upon as the representative racing men of New England. Although the club is known as a riding organization, its members always manage to look after the social side of life, and through the long winter evenings enjoy themselves by actively participating in pool, whist, billiard and other tournaments. They, like their brother wheelmen, hold annual parties and banquets late in the season. One of the principal reasons that this club is so well known is that some three or four of its members are prominent frequenters of the race track, and another is because its ever-genial and accommodating Captain holds several road records. The present Captain of the club is Mr. Arthur P. Benson, who was born in Pompey, N. Y., and who laid the foundation of his education in the public schools of Manlius and Cazenovia, N. Y., and graduated from the Quincy High School in 1884. A year later he became a member of the Dorchester and Newton Bicycle Clubs, and immediately, thereupon, commenced to develop his brawn, muscle and speed upon the wheel. It was not until 1886 that he sprung into prominence as a racer, and then it was by walking off with the championship and club races of the Dorchester Club. Then, to prove that he was endowed with a certain amount of speed and staying power, he entered and won several races on Boston and Brookline Commons, on July 4, 1887. The road then claimed his attention, and in company with other members of the Dorchester Club he entered and raced against teams from other organizations, in the first twenty-five-mile road race of the Eastern Road Club, in 1887. In this race he finished amongst the winners, and repeated his feat the following year. During the past racing season he distinguished himself at the Hartford and Providence races, and won second prize in the Boston Athletic Association twenty-five-mile road race on October 5.

CAPTAIN BENSON holds the American record for a twenty-five-mile safety ride, having ridden that distance in 1h. 35m. 25s., and also the twenty-five-mile tandem safety record, which is 1h. 34m. 13s., one minute and twelve seconds faster than the safety record. If I remember correctly the former record was made during one of the Eastern Road Club's races, when he was riding against the fastest men the other clubs could put forth. The Captain has the honor of having ridden up Corey Hill six consecutive times, in 42 minutes, on a safety geared to 57 inches.

THE racing companions of Captain Benson are at the present time Warner S. Doane and Edward C. Anthony, and when these three consolidate they present as formidable a foe as anyone cares to meet. There is no doubt whatever in the minds of many but what these men have a brilliant racing career before them, and some argue that with proper training Captain Benson will soon become the leading local racer.

THERE was high revelry by night at the pretty little villa of Captain W. G. Kendall, of the Boston Bicycle Club, in Atlantic, last Wednesday evening, when wheelmen from miles around congregated to extend their congratulations to himself and wife. The special train on the Old Colony Road, carried a number out, and from the time of the arrival at Atlantic until an exceedingly late hour the wheelmen made things pleasant for the recently married couple. There were presents, presents everywhere, and it took the happy party quite a long time to properly examine them. The Boston Town and Bicycle Club sent a handsome sideboard as a present, and the "unorganized club," that was to do something in the Division politics a year or so ago, but for reasons best known to its members kept quiet, remembered its former Captain with a neat little present, as did also many other clubs and Captains. The "Doc" was overheard telling a little conclave that he proposed to take an active interest in League affairs, and that he and his dog "Bess" would be seen on the roads as in days of yore.

THE third select assembly of the Cambridgeport Cycle Club was held in Armory Hall, Central square, Cambridgeport, last Wednesday evening, when a number of wheelmen honored the occasion with their presence.

THE WARWICK PERFECTION SAFETY FOR 1890.

THE 1890 pattern of the Warwick Perfection safety retains all the proved good points of the 1889 pattern, with such changes and improvements as a year's test have suggested to the manufacturers.

First.—The double-tube frame, as used on the last year's safety, will be retained. The form of the frame has been improved, so that when the movable stay rod is in position for a man to ride, it becomes a perfect "diamond frame." For ladies' use, this stay rod is removed, and the machine becomes a loop frame.

All the bearings are balls, changed from last year's design, the adjustment of each pair of bearings is obtained by adjusting screw on right side of machine, a method which insures a perfect and equal adjustment of each pair of bearings.

The steering is on a ball head, and the curved steering head which marked last year's pattern will be retained.

The radical changes are in the form of the frame and the method of adjusting the bearings.

At an early date we shall give a more extended and detailed notice of this machine, together with a cut of same. It is an extremely graceful looking wheel, and it will, no doubt, come up to its builders' ideal, after practical test.

THE STRONG & GREEN CYCLE CO. have secured the Rudge agency for the United States. So the trade booms. The Philadelphia Bicycle Co., Limited, have sold out to A. G. Spalding & Bros., who are opening a cycle depot at 1022 Market street.

SHOULD any of our leading cycle manufacturers contemplate establishing branch houses or any long established house design making an increase in force and working capacity, we would call their attention to the advt. appearing in another column, headed "To the Trade." Energy and experience are always welcome additions to a business house, and to none more so than to those in the cycle trade.

THE GORMULLY & JEFFERY MFG. CO.'s Eastern branch at No. 182 Columbus avenue, Boston, is now open, and Mr. Schaaf, the manager of same, has arrived in the city and taken charge.

MR. JAMES R. DUNN was in Boston last Monday in the interest of a company which is making a patent bicycle saddle. The name of the company is the Garford Mfg. Company of Elyria, Ohio, and Mr. Dunn is the Presdent of same. Mr. Dunn expected to place some large orders before he returned West.

THE annual meeting of the Overman Wheel Company for choice of officers resulted as follows: President, A. H. Overman; Vice President, Luther White; Secretary and Treasurer, E. S. White, and W. C. Overman, assistant Treasurer. The directors are A. H. Overman, Luther White, Rodney Dennis, C. E. Mitchell, E. S. White, George D. Seymour and W. C. Overman.

SPECIAL.

All Advertisements in this Department 20 cents a line.

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Send 25 cents and get one of the

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Made of fine rolled Silver Plate. Very neat and serviceable.

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EUREKA HOME TRAINER AND BICYCLE STAND, for Safety, Star or Ordinary. Now is the time you want one. Cycles, parts, sundries, &c. Rubber Stamps, Rubber Goods; Buggies, $75.00; Carts, $16.00; Cutters, $20.00; Writing Desks, $10.00. M. A. WOODBURY, Bradford Pa.

BICYCLE OIL BY MAIL OR EXPRESS.—Two ounces of Flyer Wheel Oil, by mail, 20 cents; by express, per gallon, $1.00. Safety lamp oil same price. EASTERN LUBRICATING OIL CO., 40Dey street, N. Y. Send for circular.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

COLUMBIA TANDEM TRICYCLE; run about two months; in perfect order; balls all round; for $175. Send for list of second-hand wheels. PALLISTER BROS., Ottumwa, Iowa.

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TANDEMS,

Two Columbia Light Roadster

TRICYCLES,

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Send your Wheel to

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What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on recept of 50 cents in stamps Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

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FOR SALE OR EXCHANGE

In this Department, 15 cents a line. Cash must accompany the order.

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FOR SALE CHEAP—PREMIER TANDEM BICYCLE: A1 condition; lamp and cyclometer; balls all around. Address H. M. L., 589 West Erie, Chicago, Ill.

FOR SALE—A Springfield Roadster; ball bearings all around; perfect condition; excellent hill climber. Address J. H. FORBES, Carthage, N. Y.

FOR SALE—American Rambler; in first-clase condition. $100. H. E. EYMAN, Montgomery, Alabama.

FOR SALE—Columbia Tandem Bicycle; as good as new; new K. of R. lamp and bell. $145.00. J. W. JOHNSON, 3600 Market street, Philadelphia, Penn.

2 NEW TRICYCLES, 8 and 14 Quadrants, $100 each; 51-inch Col. L. R., '89 pattern, $70, not ridden over 200 miles. Write for other bargains. G. E. HANNAN, Denver, Colo.

$75.00 BUYS a 54-inch, 1888, Expert Columbia; half nickeled; used but little; in splendid condition. J. LEE MAHIN, Muscatine, Ia.

FOR SALE—1888 model, 48-inch Special Star; hollow frame; balls to front; 2-3 nickeled; spade handles; extra foot brake; in first-class order. Cost $140; Price $90. F. R. WEBB, Staunton, Va.

FOR SALE—Columbia Light Roadster Safety; run 3 months; in fine condition; Invincible lamp and tools. Price $100 cash. C. C. PEABODY, Omaha, Neb.

FOR SALE—51-inch Columbia Light Roadster, 1887 pattern; in good condition. Address J. M. PAINTER, Kittanning, Pa.

FOR SALE—Victor Light Roadster, '88 pattern, in first-class condition. Not ridden over 500 miles; price, $65.00. A. B. REID, Clarion, Pa.

EXCHANGE—A new gold watch, extra heavy hunting case, Elgin, best grade, for an 1889 Columbia or Victor safety. Must be in first-class order. W. H. CUMMINGS, Plantsville, Ct.

FOR SALE—42-inch Special Facile, fine running order, $60. DR. R. C. WILKINSON, Plattsburgh, N. Y.

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Bicycle Repairing in all its. Branches.

Difficult Repairing a Specialty.

Estimates cheerfully given. Out of town orders promptly attended to. Send your machine to our headquarters and save paying two or three profits All work done on our premises by our regularly employed workmen under our personal supervision.

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Get our prices on second-hand wheels before purchasing.

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Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

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Slightly spiritous and containing an abundance of natural fruit acid

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

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Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

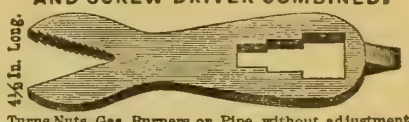
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Light Running and Durable.

"The Bicycle business is going to boom in the Spring, and, if I am not mistaken, the Singer wheels will press other makes harder than ever. People are going to buy a wheel that has stood the test, and you will find 1889 wheels of other makes, nothing more than wrecks next year, where the SINGER SAFETY, that was sold early in the Spring of 1889, will still be in good order and their riders satisfied. Then the time will come for me to hang out my old card, 'SINGER CYCLES PROVE THE BEST.'"

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"SINGER SAFETY BICYCLES lead them all!! But not in the repair shop. More Singers sold this season than any other make of Safety. Strongest, handsomest and finest running Safety that was ever invented by a cycling genius. It has a raking, racing looking build. Has the only Spring-wired Tire. Can't come out. No other Safety has it. Why not? Because Singer & Co. have got the finest thing, and they are going to keep it to themselves. The Singer has the most powerful brake can be used. Always reliable. The Singer rides easily and comfortably. No lame back or loose false teeth, if you ride a Singer. The Singer is made for comfort as well as speed. If you don't believe it try one. We give you a fine spring saddle of any make you may choose. The Singer is such a reliable wheel, that despite the large number ridden, if we were to depend for one-quarter of our repair work on Singers, we should have red flag flying over our door in no time. Its name is Singer, but not rattler. Notice the handsomest wheels among the leaders in any road scorch and you will find they are Singers, and then notice that they don't rattle like a low gear loaded with hoop iron. If you want to see a first-class piece of cycle mechanism, beg, borrow, steal or hire a Singer Safety and pull it apart. The very finest workmanship will be displayed. Notice the ball bearings. Notice the chain adjustment. Notice the fine finish. In fact, if you want to see the acme of cycle mechanism notice the Singer."

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DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
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Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 22 NOVEMBER, 1889.

WE lift the forms to call attention, editorially, to the letters which we print in the supplement, and which letters reached us too late to appear in the paper itself. Mr. F. P. Prial writes a strong letter, in which he urges the re-election of the present able occupant of the Presidential chair, Mr. C. S. Luscomb.

Mr. Charles E. Gates, of Buffalo, makes an earnest appeal in favor of Maryland's efficient Chief Consul, Mr. A. Mott, for the Presidency.

We have but the smallest space and time to call attention to the above this week, and had to lift forms in order to do so. We modify our editorial on "the only ticket" to conform to the new phase in the political sky.

WE commend to our reader the article in the Official Department of this paper, from President Luscomb, on "Highway Improvements." Mr. Luscomb defines the proposed policy of the Executive Committee on this most important matter. It is in line with the progressive methods of the League, and we hope to see the proposed plans, as set forth by the President, accomplished facts in the near future.

SOCIAL amenities among wheelmen are features which, during the winter months, we like to see encouraged.

A feature which we would like to see cultivated at these gatherings is the custom, which prevails with some clubs, of securing the presence of representative men outside of cycling. We like to hear that the Chief Magistrate of the city has been present, or that the Governor of the State, some member of the State or National legislative bodies has graced and honored the occasion with his or their presence. Then it behooves the orators on such festive occasions to define the serious aims of the League in the matter of roads improvements. That these aims should be presented on the broad ground of public weal, and not on the narrow ground of the cyclists' needs only, we opine it is unnecessary to hint. Such means of influencing and directing interest are perfectly legitimate, and in accordance with all precedent.

By these proper means the representative guest becomes impressed with the idea that the cyclers' aims reach a little beyond the mere and only object of sport, and in consequence his respect is enhanced insomuch as he is impressed with the thought that the cyclers' *Alpha* and *Omega* reaches into the realms of practical and general good.

Let every club that gives a dinner during the coming winter see to it that it has a few guests present into whose ears the serious aims of the League can be confided. The seed thus sown is bound to yield fruit sooner or later. In the street, over the banquet table, let us hammer away on this roads improvements question. "Education and reiteration" be our motto, be the pass words.

WE regret exceedingly to have to announce the death of Mr. E. B. Freatman, one of the contestants in the late road race from Buffalo to Rochester. We regret deeply to have to record the death of a brother wheelman when the cause, as in this case, can be traceable to over exertion in riding a bicycle race. When he finished the race he was thoroughly exhausted, from which exhaustion he never fully rallied, in fact it developed into a case of typhoid fever, with fatal results, as reported.

It must, however, in justice be said that Mr. Freatman was not in condition at the time of the race. His friends urged him not to start, but in spite of entreaty and advice he rode the race, which no doubt hastened his death.

THE only ticket which so far has been presented *officially* is, J. R. Dunn, President; W. H. Emery, First Vice; and George S. Atwater, Second Vice. The attitude of Mr. Albert Mott in the coming election has not yet been officially defined. As to whether he will be a candidate on the ticket, we are not yet advised. From all we can learn New England will practically be solid for the ticket as named above. Missouri is for the ticket, as also is Ohio. We hear that Illinois is for it, and that New Jersey will cast some votes for that ticket. The position of these last two named States is merely a matter of rumor. [Since writing the above we received the letters printed in Supplement.]

FOR methods that are peculiar, if true, commend us to the following statement of facts which came to us from one of Hartford's most prominent wheelmen. It seems that at the September tournament of the Hartford Wheel Club Messrs. Campbell and Gassler, of Niagara Falls, went to Hartford and entered as from Niagara Falls, N. Y. To the same place went Dr. Savage, of the Berkeley Athletic Association. It seems that the doctor had placed his eagle eye on Campbell during his first day's racing at Hartford, on which day he had entered as from Niagara Falls, and also during the previous meetings at which Campbell had distinguished himself. The performances of Campbell pleased the genial doctor, and as his interest in the Berkeley Athletic Association was paramount, he concluded to gobble Mr. Campbell for the B. A. A., and have him race under its name and colors.

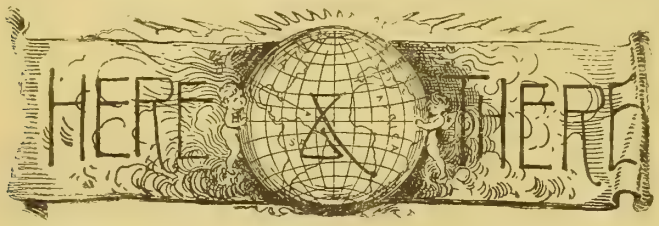
Now we have never seen the By-Laws of the B. A. A., and therefore are not conversant with the usual mode of procedure in electing members to that body. On general principles we should have supposed that the usual notice of application and subsequent vote of members was taken. Perhaps it was; but our informant states that Dr. Savage through the agency of Trainer Troy, proposed and elected Mr. Campbell to membership in the Berkeley Ath-

etic Association, all of which was done, so we are told, within the space of a few hours, and in the rooms of the Hartford Wheel Club.

It is evident that Mr. Gassler did not find favor in the eyes of the enterprising doctor, as he was permitted to retain his identity with the Niagara Falls Wheelmen. Verily, the ways of some amateurs, and some amateur oganizations, are devious, and difficult to follow.

A CORRESPONDENT suggests that since Philadelphia has never had a League meet of any kind, and since New York State will undoubtedly have the annual meet this year, it would be a not altogether bad idea to hold the February meeting in the city of Brotherly Love.

TOM ROE will fail in his effort to cover the distance between San Francisco and Chicago in the scheduled time. The fates and the elements have been against Roe. Since he reached Colorado, rain, snow, wind and mud seem to have been the almost daily *menu*. Out of 1250 miles' travel Roe walked 675.



PORKOPOLIS NOTES.

"STAR."

THOSE who seek, by quoting from the Bible, to sustain their arguments for or against the use of the wheel on Sunday, make a grand mistake, for it was written at a time when people led much simpler lives than now, and in a climate where they lived largely out of doors, and consequently did not suffer from a lack of sunshine and fresh air. There is an universal law, which impartially deals out its penalties to those who disobey it, no matter how sincere may be their repentance, namely, the law of Nature. If we wish, physically and mentally, to be able to successfully battle for those depending on us for support, we must obey this law! Nothing will rest the mind and re-invigorate the body of him who is confined in an office, counting room, or work shop, for six days in the week, as much as a Sunday ride through the country, and that some wheelmen go out on the first day of the week and fill themselves up to the muzzle with alcohol, and raise Ned generally, is no more an argument against riding on Sunday than the abuse of calomel, opium and quinine is an argument against their proper use.

"MARNOLA," in the *Wheel*, in his advocacy of Mott, objects to our Dunn because the Ohio Division has already been honored with the Presidency. That should not be urged against him, for Ohio men have filled the United States Presidential chair in quick succession. Ohio cannot help producing prominent men. It is all owing to the soil and the climate. The song that will be sung after the February meeting of the National Assembly may not be "My Maryland," as "Hawkshaw" suggests, but may sound something like the following:

"The choice fell on Ohio's son,
James R. Dunn, of Massillon!!!"

TOM SCHULTZ, who claims to be too weak to attend club runs, was recently detected in the act of climbing Crescent avenue.

"WHAT'S in a name?" Only *two* of the nineteen members of the Newport *Bicycle* Club own wheels! Wouldn't some other name be equally suitable?

OHIO has passed Illinois, and now once more occupies fourth place. The lead is not large, it is true, but—!!!

JIM PIGMAN has lately been making such very suspicious inquiries concerning the cost of house rent, and the price of furniture and carpets, that his friends fear he is losing his mind.

AS I was riding up Race street not long ago, a very stylishly dressed young man sailed past me on a safety. I had barely time to note the grotesque appearance he made, with the skirts of his long overcoat floating out behind him like the tail of some gigantic bird, when his steering suddenly became very erratic, his speed slackened, and he made a sudden dismount. One of the very wide legs of those beautiful trousers had caught between the chain and sprocket wheel, and when I passed him it looked as if it had been through a sausage mill. I left him standing there looking down in dismay at the remains.

NOW that the excitement of the election has subsided, the Monday and Saturday evening social meetings of the C. B. C. are beginning to be better attended. Since the new gas stove has been put up the capacity of the sitting room has on several occasions been severely tested. Three applications were received at the last business meeting and the boys begin to think it will not be long till we are entitled to two Representatives instead of one.

THE Representatives of the various local clubs will meet at the Gymnasium on the evening of Saturday, November 30, to perfect arrangements for the entertainment of the State meet next year.

NEW YORK.

"HAWKSHAW."

THE New York *World* has sent a female Mercury, in the person of Miss Nellie Bly, to endeavor to make a journey around the globe in less than the eighty days made famous by Verne. Miss Bly is an ardent disciple of the wheel, and when here in New York can be seen on almost any pleasant afternoon propelling a bicycle through the park. It is perhaps needless to say that the bicycle will form no part of the fair tourist's means of locomotion in her present race against old Father Time. Miss Bly's schedule is for seventy-five days, and I much doubt if at such a rate of travel the bicycle, fast as it is, enters into a serious consideration in the rapid work she must do.

THE Americans have been called a race of badge wearers, a term that I am afraid we really merit by our attempts to out-glory Solomon, by bedecking ourselves in badges, pins, ribbons, etc. I am pleased to see that wheelmen, though, are leading the movement to rid the nation of this mildly idiotic reputation, by no longer going in for this system of personal adornment. A few years ago, for a modest man, who was also a wheelman, to attend any of the large meets, was to cause him to undergo a most painful shock to his modesty through the kindness of the people whom he met there. No sooner did he land at the station than he was met by the Reception Committee, who pinned upon his coat a brilliant piece of ribbon all covered with golden letters, and then as he fell into the hospitable hands of each succeeding committee or club he was further decorated, badged and be-ribboned, until the famous ulster of Joseph became as nothing to the many-hued coat of our modest man. Who of the old timers can forget the size and lurid magnificence of the badge that was wont to decorate the manly bosom of Henry E. Ducker, when he was acting as the Director General of one of Springfield's famous tournaments? None, I am sure, who ever witnessed it will fail to remember it. Now all of this is changed, and for the better. Our modest man may attend meet after meet, and yet remain, as far as this womanish style of personal adornmant goes, as free from it as a native African athlete in the centre of his native forest. Thanks for this improvement, my fellow comrades of the wheel. I myself am a modest man, and you do not know what a relief it is to receive your proofs of good fellowship in some other form than through your causing me to become an involuntary wearer of motley, appropriate though it be.

A FEW days since, the daily press was called upon to record the great performance of some wheel clubs in the interior of this State, who, in friendly rivalry, had decided upon a 74-mile road race, over bad roads, and amid falling snow, in remarkably fast time. I thought at the time that this was carrying road racing to a dangerous extreme, nor did not desire to pose as a growler upon too slight a provocation, but to-day the same papers that applauded the victors of this race, are called upon to chronicle the death of one of them, as the price that he paid for the victory, and we must face the issue, and in the interests of wheeling, and in the welfare of its many followers, call a halt. We must not let rivalry rob prudence of every chance to counsel us. What does it profit the racer if he gain a hnndred races, and in the end dies from the victory? The game is not worth the candle, and such a deplorable result as the present one gives wheeling, and especially racing, such a set-back as only forgetfulness can cause it to regain. In the fleetness of the flying racer there is something exhilarating and picturesque, but in the haggard face and mud-covered garments of a crippled sufferer, in a long-distance road contest, only a feeling of pity can be roused, and all sight of the misplaced pluck of the performer is swallowed up in the thought that harm, not benefit, awaits him at the finish. Can anyone claim that wheeling or wheelmen are either of them benefitted by the performance now being attempted by a Chicago wheelman, who is riding against record from San Francisco to his home? Does anyone think that the sight of this individual, lamed and dirt-begrimmed, is one that elevates the sport? No indeed, such per-

formances are foolish and injurious. They violate every principle of sport, and should meet with discouragement at the hands of every lover of cycling. What, for instance, does this Chicago rider thus punish himself for? Is it for money? No, because he is an amateur, so I am informed. Is it for health? Hardly, because is he not now a cripple from the punishment he has undergone upon his journey? Surely it is not for sport, because in such performances there enters not one element of that. What then causes him to thus punish himself, risking life and limb in this mad attempt? Why, glory! glory with a great big G. That's what he seeks. But where is this glory, my intelligent reader, can you discover it? I can't. These two examples but too fitly illustrate how even wheeling, the most exhilarating sport in all the world, may, through the ill-advised action of a few, be brought to a position where in comparison the tread-mill becomes as a paradise of ease, comfort and enjoyment. Race if you must, gentlemen, but please don't let it go beyond the realm of moderation and enjoyment; let wheeling ever be known as the most beautiful, not as the most brutal, of sports.

SYRACUSE.

"SALINA."

WAY back in the spring of 1889 Charles W. Wood put up, as a prize to the member of the Syracuse Cycling Club wheeling the greatest number of miles during the season, a beautiful gold L. A. W. badge. Of course Charlie wanted to sell cyclometers. However, the scheme was a good one, and it was an incentive to ride. About a dozen started in the race, each with the understanding that he was to *ride* his own wheel. Some of the boys sat in the saddle half of the time early in the summer, and each was sure he would come out ahead. Prominent among this number was E. S. Petrie, a rattling good road rider. His cyclometer turned rapidly for the first few weeks, but the indicator ceased to score when nearing the 1000th mile. Then "Pete" thought it would be cheaper to purchase a badge than another cyclometer. November 15th Mr. Wood declared the season ended, and presented the prize to George B. Penn, who had covered about 1600 miles Milton Weaver, L. S. Wilson and Frank H. McChesney were close competitors. Other riders in the club undoubtedly wheeled greater distances during the season, but did not carry cyclometers.

LITTLE knots of wheelmen are seen together frequently of late, like politicians on election day, and the whispered conversations bear on the coming annual meeting of the Syracuse Cycling Club. From present outlooks it appears as if, with perhaps one exception, there will be an entire change in the Board of Officers. There are many competent members, and the honors should be equally distributed.

"WILL we get into a club house next season?" is the question being agitated by the Cycling Club. The lease of the present rooms expires May 1st, 1890, and immediate action should be taken in the matter. The present location is a pleasant one, and if the club house plan falls through, as desirable as any in the city.

THE recent bicycle carnival in Syracuse has done much to increase the interest in cycling, and next spring, it is safe to say, the League will receive a generous addition to its membership. There are only two clubs in the city, and both belong to the League.

WITH the prospect of a track in this city the racing fever has attacked many of the local wheelmen, and a race tournament is a likely enterprise for next season. Irving Fuller, Captain of the bicycle club at Rome, has stated that if the Syracuse Cycling Club captured the team race at the next Rome tournament, the team will not have the easy time it did this summer. "We'll be there, 'Irv,' and you'll have to hustle."

KANSAS CITY, MO.

"ERRATIC QUILL."

SINCE I last wrote you—which, by the way, was quite a while ago—cycling here has moved along quite placidly. We had a two-days' race meet in the early fall, at Washington Park—a very pleasant affair—and have had two or three "smokers" since, the last one being last Saturday, in honor of Tom Roe and the Chicago wheelmen who came down here to meet him. Roe reached town at 2 P. M., having come from Ottawa, fifty-seven miles, presumably since daylight. It had rained fearfully for the two days or more preceding, and the roads were simply terrible, and the boys are still trying to figure out how Roe made fifty-seven miles, in a sea of mud, in say eight hours of daylight.

HOWEVER he did it, he was chipper enough when he showed up at the hotel, after a clean-up at Brother-in-law Cannon's, and a tete-a-tete with his better half, who was there to meet him.

THE Chicago party consisted of Ned Oliver, Munger, Barrett, Van Sicklen, Oberfelz, Riggs and the Chicago *Herald* representative. President Ladish, Geo. W. Curtiss and Tom Cannon, of the K. C. Wheelmen, took supper with the party—Roe, of course, included—at the Midland, and afterwards escorted Roe to the club house in a carriage, with wheelmen bringing up the rear, amid the glare of Bengal lights and the hoarse reports of giant bombs. Here a pleasant time was had, Haynes, however, failing to come to the front with his customary lusty warble, though Oliver helped to fill the "aching void," while the efficacy of the red lemonade was effectually demonstrated at a later hour by succesful high-kicking efforts performed on the chandelier globes by the 'Frisco-to-Chicago tourist.

AT 2 P. M. Sunday Roe pulled out, accompanied by Munger, Barrett, Oberfelz and Riggs. They left via the Santa Fe track, the roads being impracticable. "Birdie" Munger's make-up was a sight.

THE K. C. Wheelmen will have no club house built for them this year. The plans have been ready for a month, the ground and money ready also, but legal difficulties connected with incorporating the club have drifted us into the edge of winter, and nothing will be done now until spring. In the meantime a hall, 120x25 feet, has been secured, on the northeast corner of Ninth and Main (the "Junction" and heart of the city), and we move in to-day. The hall has been re-papered, decorated and painted, and we shall now have an ample billiard room, as well as a dancing surface about 70x25—two things we have badly missed of late. We expect to open the social season with a ball early in December.

"DICK" SEIBEL, in conversation to-day, complained that League matters here are at a low ebb, but I am sanguine that the immense amount of road-building now in progress here will make this a great cycling town next season, and the League feature is sure to follow. Road-building is *the* subject of newspaper comment, and I am glad to report immense advance in local knowledge of *how* to do it. For this the *Star* deserves much credit.

LOS ANGELES.

"VINDEX."

THE cycling editor of the San Francisco *Call* devotes considerable of his space last Sunday (November 3) to an attack upon the wheelmen of Southern California for a number of "alleged" delinquencies. First he states that the Los Angeles Wheelmen agreed to pay the State Division a bonus of $100 if the State meet was held in this city, provided, however, if the meet was a financial success. The meet was not a financial success because the State Division meet attachment was an incubus, and expenses were incurred which would not have been necessary if the State meet razzle-dazzle wasn't attached to the race meet proper.

NEXT our much vexed cycling editor says the Agricultural Park track is not a full mile in circumference. Your correspondent is authorized to state that the track is a full mile at the pole, and, if necessary, affidavits can be produced to substantiate the statement. The bicyclers' course was full eighteen inches from the pole and extended to middle of track.

AGAIN, our zealous friend claims we didn't apply for our records to be recorded by the Racing Board. This was neglect, and not criminal. *En passant*, would say the records, with one exception, still remain where our racers placed them.

LASTLY, the cycling editor claims we spread the report that the Napa (Cal.) track was short of a mile; your correspondent is authorized to say that the report is false, and did not emanate from Southern California; in fact, the fact that the Napa track is short of a mile is news to us.

SOUTHERN CALIFORNIA does not want any more State Division meets. We will, however, give race meets in the future, and hang up more valuable prizes than the wheelmen of the Northern Citrus Belt have done. The northern portion of the State did not send a single racing representative to our last race meet, and all kicking about short track, etc., comes in bad grace. For the last three years our club has paid the expenses of racing men to represent us at northern meets. Can 'Frisco say as much?

CHIEF CONSUL THOMPSON has seen fit to completely ignore the southern portion of the State in the matter of appointments on State committee. This is an exceedingly brilliant policy on his part.

THE wheelmen of Southern California are working for a Southern State Division, and in the very nature of things can hardly be refused by the powers that be. There will be either a separate division or an association devoted to the interests of wheelmen in this part of the State formed. The wheelmen here are in correspondence with President Luscomb in regard to the matter.

CALIFORNIA is too large in area, and the distance to San Francisco is too great, to insure a good attendance on our part at north-

ern meets; and vice versa. The railroad fare is too much, too, and too much time is lost in attending northern meets. With a separate Division the membership would increase to a good number, and would result in a better feeling among our wheelmen. They get no benefits from League membership except their weekly paper, the WORLD. True, all wheelmen should be members of the League, but there should be other benefits accruing, which will excite interest. We want a separate Division, and we intend doing everything in our power to attain our end.

GRAND RAPIDS, MICH.

"SEROM."

AT the regular monthly meeting held Tuesday evening, November 5th, it was decided to postpone the formal opening of the rooms two weeks, in order that the committees might have time to complete their arrangements.

I NOTE with pleasure the prosperity of the Star Club of Detroit, and hope it will continue. We too are anxious for a club house, but as we now have very fine city quarters, and as there are two athletic clubs now organizing, each to have a bicycle track and club house, we feel that we can wait.

CHIEF CONSUL RICHMOND is working hard on the road improvement question in this State and city; it is almost a settled fact that the local men will take an active part in the spring city election.

THE wheelmen of the "Second Chicago," as we are sometimes called, are to a man in favor of Niagara Falls for the next meet and Chicago for the World's Fair. I understand five members of the club took a solemn vow, and shook on it, that if they were alive and kicking they would tour from here to Niagara if the meet is there.

MR. W. DEAR, a wheelman of this city, fell the other evening while crossing a street railway track on his wheel, and it was run over by an approaching car. The railway company will be asked to pay damages as the car was nearly half a block away when Dear fell, and as the wheel was full nickled and the fall took place directly under an electric light, the driver could not have been paying attention to his duties.

HAWKSHAW of New York recently made some queer remarks about our Hawkshaw; nevertheless our Hawkshaw is a hustler and has done a great deal for cycling in this city, and generally strikes the right key notes.

PENNSYLVANIA.

"ARIEL"

EITHER your typos were wiong last week, Mr. Editor, or my stenographer blundered badly, for in the account of Van Wagoner's breaking the Lancaster Pike record you make me say, "The last two miles were made in nine minutes, four-fifths seconds," which should have read "ten miles in twenty-nine minutes and four-fifths of a second"—quite a difference, as you will notice. ['Twas the fault of the copy; by no possible way could it be read twenty-nine minutes.—ED.]

VAN WAGONER spent several days with us last week, waiting for favorable weather to attempt the ten-mile record on the pike. He rode a safety over the course on Saturday, covering the distance in the rattling time of thirty-one minutes, and he was only wishing he had had his usual mount. Yesterday he had intended going for it, but the Wilmington men came up as guests of the "Pennsy" boys, going to Willow Grove for dinner (who took the train?) under a lovely day, and Van went along. Wilhelm had come down by the morning train, to ride over the course, preparatory to attempting to break Van Wagoner's recent record, and Van would liked to have made the trip a little friendly trial of speed, but unfortunately could not be arranged. Van was going to start to-day for the twenty-four record, in company with McDaniel and Draper, but when the morning dawned it was seen to be raining pitchforks, and the Rhode Island man left by train this afternoon, in search of a more congenial climate. When it comes off now Old Prob only can tell.

THE Pennsylvania's opening reception last week was a rousing success, which is to be repeated fortnightly, with progressive euchre parties sandwiched in every other week, and the Philadelphia Club also had their initial dance a week ago. The Mt. Vernons give a cider and doughnut party to-night, to which yours truly was very kindly invited (the tremendous rain alone preventing my going), while Century's informal house-warming and opening reception comes off Thursday night, so you see we are not perishing of ennui just now, while smokers, dances and parties without number promise a lively winter.

MR. GEROULD, Spalding's Chicago Manager, and President of the Lincolns, was in town last week. He reports trade as never better in the Lake City, with the promise of a steady increase for next year.

BOTH the Century and Pennsylvania Clubs rejoice in the possession of additions to their wheel rooms, doubling their capacity for storage. It is proposed by the Centurions to build a gymnasium above the wheel room, and thoroughly equip it. At present the fourth floor rooms are used for athletic purposes, and some lively sparring and wrestling matches take place there.

NEW ORLEANS.

"NOKOMIS."

THERE is a movement on foot amongst the citizens of New Orleans to present to the wheelmen a large silver cup to be called the "Citizen's Cup." The races will be all handicap races, and the course will be from Canal and Claiborne streets, to West End, a distance of about four miles on a very good shell road. A dummy line runs along the entire distance, and on the days of the races it is proposed to run a train of eight or ten cars to keep pace with the racers, thus making a moving grand stand. This moving grand stand was very successfully tried last year on the occasion of the Thanksgiving Day handicap race. Harry H. Hodgson is at the head of this new departure.

A DELEGATION from the Louisiana Cycling Club went to the State Fair at Amite City last week, and scooped all the prizes. In fact any race they wanted the committee of the fair saw that they got it. They said they wanted a novice race, which was granted them, but when the master of ceremonies announced it he called it a "Novelty" race. It is needless to say that there were a few disappointed in the throng when the novice race was over. As one said, "It's just like any other race."

THE Louisanas boast of a boy member of their club, fifteen years old, weighs 185 pounds when in racing trim, rides a 54-inch wheel, and holds the championship medal of the club, and has beaten the State one mile record. He is the club's baby, and his name is B. W. Cason.

CLUB runs to the various sugar plantations above and below the city are all the "go" now, and a very delightful day is often spent by the wheelmen sucking cane, and hanging around the enormous sugar kettle sampling the sweets as it is crushed from the cane.

A MONSTER entertainment for the benefit of the club house fund of the Louisianas is on their calendar for the latter part of December or first part of January.

THERE is some talk of a handicap race on Thanksgiving Day.

BRIDGEPORT, CONN.

"NOSTAW."

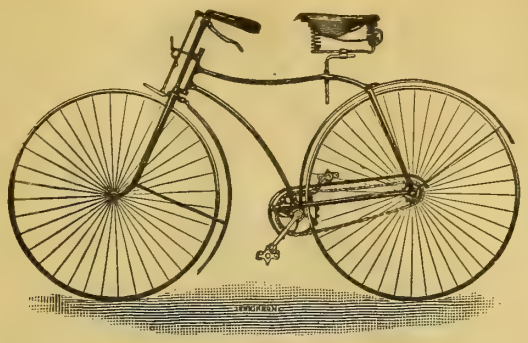
F. K. BRAITLING, a member of the Rambling Wheelmen, who took a header from his bicycle in front of a rapidly moving horse car, on East Main street, about a month ago, whereby his machine was run over by the car and smashed, has been paid in full by the horse railroad company for the damage incurred by the accident. The cause of the mishap was a defect in one of the rails, in which the rim of the wheel became caught, and from which position Braitling was unable to extricate it before the car ran over and crushed it.

THE Bridgeport Wheel Club will give a full dress reception on the evening of December 13th.

ELLIOTT, of the Ramblers, is obliged to undergo a large amount of bantering from his numerous friends just at present. He is a great advocate of a beef tea diet while training for a race. In his case, however, he found it didn't work, and now his life is being made miserable.

AT the invitation of Franklin Smith, winner in the recent road race, about fifty members of the Rambling Wheelmen partook of an oyster supper in Nichol's Cafe last Wednesday evening. The cup and time medal were presented to Mr. Smith, and speeches were made by the President, Frank Smith, Harry Hudson, Harry Elliott, and several others The genial host also responded to the good wishes of his numerous friends in a few well-chosen words. After the banquet the members repaired to the club rooms on Main street, where songs and other forms of social amusement were indulged in until an early hour in the morning.

A NUMBER of admiring friends have presented W. A. Rubey, of the Rambling Wheelmen, with an application for League membership. When Mr. Rubey becomes a member of the League he will also be presented with a handsome silver medal. These tokens are presented to the plucky racer in honor of his good work in the recent road race. After having dropped over half a mile behind the other contestants, he gallantly stuck to his machine, and in the last mile gained rapidly on his opponents, ending fourth in the race, only a few seconds behind the winner.



"SWIFT."

The Swift is the strongest, lightest, simplest and swiftest Safety ever built. Why? Because we have been making cycles for 23 years, longer than any other firm in the business, and have made it a rule to have the best material regardless of cost. Look out for 1890 Swift Safety. It will have the same name. Why should we alter it?

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WE HAVE RECENTLY ISSUED.

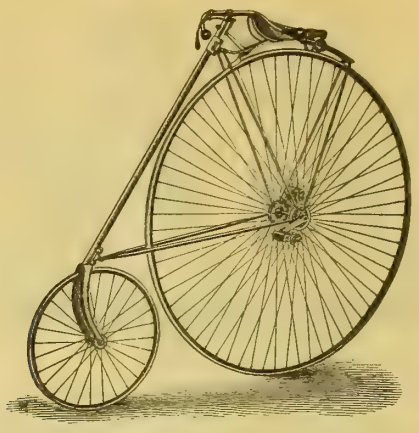
It contains correct portraits of Prince, Whittaker, Dingley, Eck, Munger, Knapp and Crocker, excellently executed, and forms, withal, a worthy decoration to a Cyclist's Home.

We shall take pleasure in mailing it, postage paid and securely packed, for 20 cents.

Regularly organized Clubs supplied with a framed copy Free, we, however, do not pay express charges on same.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.

N. B. We are always glad to mail our 80-page Catalogue.



The "Lancaster Pike" Record is now held on the "Eagle."

From the "Wheel."

NOVEMBER 8, 1889.

Van Wagoner was successful in his Election Day onslaught on the Lancoster pike record. He was splendidly paced, and covered the distance from Paoli to Fifty-second Street (15 1-2 miles) in 48m. 44 1-2s., beating the previous record (Wilhelm's) by 29 3-4s.

TO WHEELMEN.

In answer to the numerous inquiries we are daily receiving, and for the benefit of those who wish to purchase Eagle machines, we take this opportunity of making the following statement:

All improvements which are likely to be put on Eagle Bicycles for 1890 are now in readiness, and we are now making up machines as fast as possible for the spring trade.

We do not intend to build a tangent spoke and hollow rim wheel. For a road wheel we consider the direct spoke much preferable to the tangent, for the reasons which we state in our catalogue. It has more elasticity and will stand more hard use than the tangent spoke. It is more expensive to make, but we use it in the Eagle as the best possible construction for a wheel that is ridden over rougher roads and subjected to harder usage than any other bicycle.

The Eagle, as at present constructed, has now been thoroughly tested by this season's use. It has far surpassed the expectations of its designer, and in the hands of hundreds of riders and on every kind of road, it has proved its superiority over all its rivals. It is perfect and complete in all its details, combining perfect safety with ease of running, speed, strength and graceful appearance.

Illustrated Catalogue Free.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

PEORIA, ILL.

"CYCLOPS."

THE Peoria Bicycle Club is now an incorporated institution, with President C. F. Vail, Secretary F. H. Bush, Captain F. D. Wolcott, H. G. Rouse and F. H. Gift, as its Board of Directors. The club stationery will read henceforth, "Organized January 23d, 1881; incorporated November 11th, 1889." An entire new constitution has been adopted. The club was never in a more prosperous condition, either financially or socially, than at present, and there is a good prospect for a very rapid growth. The first club party of the season will be held on Friday evening, at Spencer Dancing Academy, having been postponed from last Thursday evening, on account of so many members having other engagements to fill. There will be dancing and card parties alternately every two weeks all winter, the card parties being held at the club rooms, while the dancing parties will be at Spencer's Academy.

A LOCAL photographer has presented the club with a handsomely framed 8x10 photo. of Bert Myers, mounted on his safety, just as he appeared when he made his wonderful mile in 2.13.

ALREADY the entries for the second annual fall race meet of the Peoria Club are beginning to come in. Geo. M. Hendee writes, "you may enter me in all open safety events, as I shall surely be there." Such is fame; I venture to say that every amateur racing man of any note in the United States will meet here next October.

DON C. PHILLIPS is the first club member to present his wife with a ladies' safety, but others will soon follow in his footsteps, as the enthusiasm is high among the ladies all over the city.

QUITE a number of lady school teachers are down for "a bicycle in the spring, sure."

H. G. ROUSE will leave about December 1st to spend another winter on the Pacific Coast.

As soon as possible I will present your readers with some interesting facts on brick pavements.

NEW JERSEY NOTES.

"NITRAM."

THE second annual fall games of the Plainfield Bicycle Club, which were held in Crescent Rink, on Thursday evening, November 14th, were a complete success in every particular. There was a large delegation of wheelmen and athletes present, representing the following clubs: Elizabeth Wheelmen, Atalanta Wheelmen, Roselle Ramblers, Rutherford Wheelmen, Hudson County Wheelmen, Kings County Wheelmen, Riverside Athletic Club, West End A. C., Elizabeth A. C., New Jersey A. C., Pastime A. C., Harlem Y. M. C. A. A. C., and New York A. C., who after the games were over adjourned to the club house, where they were entertained by the Plainfield boys. As the visitors were all rather hungry from their long fast, the first thing in order was to "feed the inner man," after which the usual "smoker" hilarity was indulged in. The entertainment in the rink opened with a parade of club members on their cycles, led by Captain Frank L. C. Martin. [For result of races see racing column.—ED.]

THE pool tournament is now going on among the Hudson County Wheelmen. The Pool Committee have offered some very handsome prizes to the members of the team winning the highest number of games. This, no doubt, accounts for the great amount of interest manifested. The record to the present time is as follows: Team 2, four games won, six games lost; team 3, thirteen games won, seven games lost; team 4, three games won, seven games lost.

THE H. C. W. bowling team played their fifth practice game on November 8th, with excellent average result.

THE Board of Officers of this Division will hold a meeting in Trenton on the evening of December 4th.

NEWS AND COMMENT.

WE are in receipt of two most excellent photographs of Bert Myers, of Peoria, taken by Van Drelzen, of that city. One represents Mr. Myers standing by the side of his racing ordinary, and the other on his safety. They are both splendid pictures, and admirers of Mr. Myers can do no better than send for a copy of these pictures.

THE Bristol (R. I.) Bicycle Club will give a ball in Artillery Armory Thanksgiving night, with music by Baker Brothers' Orchestra.

THE one-mile handicap road race of the Kings County Wheelmen has been declared off, on account of the many postponements.

"MUCH attention is being given by the newspapers to the subject of improved country roads. It is high time."—*Exchange.*

THE '92 Princeton men are going to form a bicycle club.

THE Minneapolis (Minn.) Bicycle Club inaugurated the social season last week Thursday, by a progressive euchre party. Ladies graced the occasion with their presence.

PEORIA proposes to be "the Hartford of the West." The managers of last season's tournament are already making plans for the 1890 race meet.

WE should think that Tom Roe's experience with the weather would deter any well-balanced wheelman from attempting to ride across the continent so late in the year.

MR. JAMES R. DUNN, First Vice of the League, paid a very hasty visit to Boston last Monday.

THE Omaha *Bee* pays a graceful tribute to Chief Consul Mott as a fit candidate for preferment at the hands of League members.

ROCHESTER wheelmen are on the *qui vive* in anticipation of the tandem race, to take place Thanksgiving Day, in that city, between Milley and Brinker, of Buffalo, and Iven and Chamberlain, of Rochester.

"THE mode of working highways as commonly in use is a conspicuous failure. It needs to be supplanted."—*Exchange.*

WHO is the Denver *Times* slapping at in the effete East, in the following item? Will the *Times* please "designate?" "Chicago undoubtedly is the residence of the fastest amateur in the country. Yet how quietly she wears the honor, no breaks or bluffs. As quietly as Lumsden won his title, just so calmly will he hold it. What a living example for some of the would-be Eastern champions."

IN Erie, Pa., "The Cloth" in many instances use the wheel to attend to their parochial duties, a custom which we should like to see more general among clergymen.

A "SUNLIGHT party" is the latest nomenclature for an afternoon frolic. The Melrose (Mass.) Cycle Club announce an affair of that kind to take place at Eastman's Hall, Melrose, on Thanksgiving afternoon.

THE Brookline (Mass.) Bicycle Club held its annual banquet at the United States Hotel last Thursday evening.

THE hop given at Jarecki's Hall, by the Erie (Pa.) Cycle Club, last week Wednesday, was a great success. It was enjoyed by about fifty couples. Prof. Kohler's fine orchestra furnished a delightful musical programme. One of the pleasing features of the hop was that of the refreshments being served in the club's cosy rooms on Seventh street, where the dancers were conveyed in carriages from the ball room. The club rooms presented a gay appearance, being tastefully decorated with flags and tropical plants.

A WRITER from Yale College, signing himself "Sev," send us the following: "We do not take as much interest as we ought in cycling here, considering the fact it was a wheel which won us the "Mott-Haven" cup last spring, still we have a number of men who are enthusiastic wheelmen, among them Clark, who won at the intercollegiate games last spring, Bradshaw, Weare and Verhoeff. Harvard has sent us a very liberal challenge to a road race, on Thanksgiving, and we have men enough to give us reasonable hopes of success, if accepted, which is doubtful. Clark, '91, and Weare, '91, have gone out of training, though Verheoff, '90, is still in training."

THE Belmont Club Wheelmen, of Taunton, Mass., gave their first social last week Wednesday. Owing to the bad weather the attendance was not quite as large as might have been expected, still there were thirty-five couples, who enjoyed themselves immensely. Music was furnished by Nye's Orchestra, Howard prompter. The badges were purple and orange, club colors, inscribed "Belmont Club Wheelmen," with cut of safety printed on, and underneath place filled as member of the committee. During intermission refreshments were served. Much credit is due to T. H. Tattersall and R. D. Baxter, who principally managed the affair.

THE presentation of the cup to Mr. Franklin Smith, of Bridgeport, Ct., the winner of the fifteen-mile road race, was made the occasion of a banquet, given last week Thursday by Mr. Smith.

THE Rhode Island Division hand book is out. It contains a list of officers, committees, consuls, hotels, and the By-Laws of the Division.

A WRITER in a Buffalo, N. Y., daily states that Helen Grey is mistaken when she asserts that Buffalo ladies ride without brakes.

Bi. News, in its usual cumbersome attempt at trying to be facetious, reports the profits of the late Hartford tournament as being something over one million dollars.

HORSE car tracks are generally considered a nuisance by wheelmen, but the new electric road which is to run through the Newtons, Watertown and Waltham will have its road bed laid with con

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

crete, and what might be a curse may prove a blessing, for the surface will be as smooth and hard as a sidewalk, and the law will not bid cyclers to keep off.

MR. KIRK BROWN, of Philadelphia, desires it stated that he is *not* "Kay Bee," as some have intimated he was.

A NEW tire, the pneumatic, has to be blown up like a foot-ball, and when it is ready for business it measures two and one-half inches in diameter. When the wheel goes over a sharp stone or a piece of glass we suppose that results will follow which will lead to the blowing up of the inventor.

MASSACHUSETTS will be without the services of Representatives Slocum and Perkins in the Legislature the coming session, and new champions of the road bill will have to be found.

THE book on Highway Improvements, issued for free distribution by the League, was sent to every agricultural paper in the country, and every one of these journals gave it a flattering notice. As a natural consequence to these notices hundreds of requests for the book have been sent to the Secretary from farmers and road surveyors all over the country asking for a copy of the book. We shall soon have public opinion worked up to a degree that will compel communities to build good highways.

CHIEF CONSUL BULL is putting in a great deal of work for his Division. He has had to contend against many discouraging circumstances, but he keeps hard at work, and the results of his labors are seen in the rapidly increasing membership of his Division.

PITTSBURGERS are talking up an indoor tournament.

GEORGE ALFRED TOWNSEND believes in national trunk roads, paid for by national money.

THERE is another "delay" in the coming out of the Pennsylvania Road Book. It ought to be a corker when it does appear, it has been so long a-coming.

THE Ramblers, of Buffalo, have been fascinated by sprightly Marie Jansen, in the opera of "Oolah." On the occasion of the Ramblers' theatre party to see that opera the members of the club gave Jansen an elegant floral design of the club badge, five feet in diameter. We believe this is record.

THE first of a series of social entertainments was given by the Minneapolis Bicycle Club, last Thursday evening, to which all members, friends and ladies were cordially invited. Progressive euchre was the order of the evening until eleven o'clock, when a lunch was served. The entertainments are in charge of the Entertainment Committee, of which A. M. Buchanan is President.

CHIEF CONSUL HOLM of Missouri is thoroughly in earnest. If a man will neither fish or cut bait he must get off the yacht. Missouri is forging ahead.

THE race between Ohio and Illinois for the lead in numbers is not a little exciting. It is nip and tuck between them. First one leads then the other. May the best man win.

A CORRESPONDENT from New York asks: "Can't you let us have fuller particulars regarding the proposed trip through White Mountains next August? Time, expense and route are valuable this end of the line." [Particulars will be printed just as soon as the projectors have made their plans.—ED.]

"THE question of Road Improvement resolves itself into this—would it not prove of advantage to farming interests in this country if each town therein should determine to have a system of improved road ways at the earliest time possible, as a town charge, and made to cover a term of years in its payment?"—*Exchange.*

AT a meeting of the Maryland Bicycle Club of Baltimore the scheme of a country club house was discussed. A place somewhere in the neighborhood of Arlington seems to be wanted, and Halstead offers, free of all cost, whatever part of his recently acquired property in that vicinity may be needed on which to erect a suitable club house. It has been found necessary to increase the limit of membership of the Maryland Club to 125.

THE Long Island Wheelmen of Brooklyn, N. Y., are to give a most elaborate reception at the Criterion Theatre of that city, Monday, December 16. The entertainment will be a dramatic one, and "Old Love Letters" and Pygmalion and Galatea will be presented by members of the Gilbert Association.

MR. ALRFED TUCKER of Providence, R. I., was recently thrown from his bicycle, and before he could recover himself the wheels of a passing carriage passed over his body.

WHETHER it be as giver of tournaments or the entertaining of guests, the Hartford Wheel Club is liberal and generous to a degree in its methods.

THE Philadelphia papers speak in the highest terms of Chief Consul Mott and favor his election to the League Presidency.

THE chief end and object of the future policy of the League is to secure better highways.

WE are advised by Mr. Bowman that Mr. McKee was *not* the source of his information as to the supposed status of the North Adams Local Consul. We have a letter in our hands further discussing this matter, but as both sides have been heard, and as we stated in our last that the correspondence must cease, we can see no further benefit to accrue from a continuance.

THE arrangements made for the Poughkeepsie (N. Y.) Bicycle Club concert and reception, are on the most gigantic scale. The list of committees and names plainly show that they are capable of accomplishing great results. At the concert from 8.30 to 9.30 P. M., a special feature will be the singing of the club's double quartette under the directorship of E. W. Valentine, and those who have heard them in their rehearsal are very enthusiastic over their success.

THE WEST ENDERS OF ROCHESTER FEAST.

'THE West End Bicycle Club held its annual ball at Teall's, last week Wednesday. There were about fifty members present, and at 9.30 o'clock they sat down to a very elaborate supper, served in Teall's well-known style. After an hour spent over the supper, the toastmaster, Thomas W. Shannon, called the club to order.

The first toast was 'The League of American Wheelmen.' It was responded to by C. J. Iven. President of the club. He eulogized the League of American Wheelmen in glowing terms, spoke of its benefits, and closed with prophecy that the West End Bicycle Club would one day be one of the largest and most prosperous clubs in the League.

The second toast was 'The West End Bicycle Club.' John Burns was called upon to respond to this toast, and he narrated the history of the club from its organization in 1887 until the present banquet. He spoke of the achievements of the West Ends on the race track and the road, and predicted a brilliant future for the club. Mr. Burns paid a well-deserved compliment to C. J. Iven for his victory in the Buffalo-Rochester road race. He spoke of the need of a club house, said that in the future he hoped to see a ladies' auxiliary.

C. J. Conolly responded briefly to the toast, 'The Buffalo-Rochester Road Race,' and J. George McDonald spoke on 'The Ladies' in a worthy and graceful manner. Ralph T. Olcott spoke on 'Our Invited Guests,' and Frank D. Chamberlin, at the invitation of the toast-master, took occasion to pay his respects to the 'Bicycle Thief.' Mr. Chamberlin had his wheel stolen a few weeks ago, and his response was filled with practical suggestions as to dealing with people of this class.

A letter of regret from Hon. Charles E. Fitch was read by the Secretary, and after several other responses to toasts proposed by the toast-master, the members of the club parted."—*Chronicle.*

HARTFORD (CT.) WHEEL CLUB'S BANQUET.

OVER sixty out of the ninety members of the Hartford Wheel Club sat down, at Habenstein's Cafe, to discuss a most excellent menu, on the evening of November 13th. Just as the members and their guests seated themselves the fire bell sounded the hour of nine. It was nigh unto 11 P. M. when Chairman Saunders presented the newly-elected President, F. H. Crygier, as the toastmaster of the evening. After a few well-chosen remarks welcoming the guests and congratulating the club, Mr. Crygier introduced the first speaker of the evening, Mr. L. A. Tracy, who responded to the toast, "The Hartford Wheel Club." Mr. Tracy truthfully spoke of the history of the club as being one of constant progress and success. He believed that the club should be the nucleus of a grand athletic club, on the lines of the New York and Boston Clubs, and he hoped to see the day when such a club in Hartford would be a fact, and the Hartford Club the promoter.

Dr. W. H. Emery was eloquent as usual, when replying to the toast, "The League." The League's history of the past, and promised policy for the future, spoke volumes as to the grand benefits to be derived from membership in that organization. Roads improvements was in the future to be the grand aim and object of the L. A. W. This was the tenor of the doctor's remarks.

A banjo trio by Messrs. W. M. Francis, R. W. DeLamater and J. E. Leitz, members of the club, was applauded.

David J. Post, Chief Consul of Connecticut, in reply to the toast, "The Connecticut Division," gave a comprehensive history of the

Division, giving well-merited praise to his predecessors, and he eulogized the late Stephen Terry.

"The Chronicles and Grinds" by L. F. Middlebrook, being skits and hits on the members of the club was exceedingly clever and it did not necessitate being a member of the club to appreciate the excellent wit displayed.

Mayor Root of Hartford responded fittingly to the toast the "City of Hartford."

Major Burdette, the Division lawyer, read an eloquent paper entitled "Moral—Mend your ways." *En passant* the Major remarked that it might appear to many that a lawyer had anything to do with a matter in which a "moral" was concerned.

In reply to "The Press," C. W. Fourdrinier of the WORLD spoke briefly on some of the racing questions of the day and complimented the club on the position it had attained as being the leading race promoting club in the United States.

Mr. Geo. B. Thayer was extremely humorous in his reply to the toast "Long Distance Touring." He kept his listeners in a continuous roar of laughter.

E. C. Rowe, of New Haven, spoke for the New Haven Bicycle Club, and extended congratulations to the Hartford Wheel Club.

The speaking finished, the festivities came to a close shortly before one o'clock.

DEATH FROM OVER EXERTION.

WE regret exceedingly to notice the following telegram, taken from a New York paper.

"Rochester, N. Y., Nov. 15.—Ell's B. Freatman, age twenty-eight, a member of the Genesee Bicycle Club, who recently competed in the road race from Buffalo to this city, died yesterday. His death was the result of over-exertion in the race. He leaves a widow and one child."

CORRESPONDENCE.

[The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]

DO THOU LIKEWISE.

Editor Bicycling World: In the current issue your correspondent, "Star," seems to take a fling at Mr. Mott's scheme. I rise to remark that if, as "Star" seems to think, our Chief Consul is building his roof a little previously the Committee on Highway Improvements (which includes myself), appointed by Mr. Mott, is doing what it can to get up the supporting walls. Might I mildly suggest that "Star" and his Division "go and do likewise?"

G. R. WILSON, L. A. W. 25,198.

WHY IS MONEY CHARGED TO ENTER AMATEUR RACES?

Editor Bicycling World: Replying to the above query of Mr. B. Taylor Bruce, in the WORLD of November 1, would say:

First, as an evidence of good faith.

Second, to enable managers to judge as to the probable number of competitors who will be at the meeting.

Third, to keep out that class of men who like to see their name in print, and that only.

Fourth, that the racing man himself can look at the list of entries and see who his competitors are.

And last, but not least, if the prizes are not worth entering for, and paying a fair entrance fee, there is no law which compels a man to enter, and again all men should pay a fair entrance fee that he may have an interest in the meeting, for the surest way of reaching a man's heart and interest is by way of his pocket-book.

Mr. Bruce thinks that managers should return the entrance fee to all starters, and cites what it costs a man to race. Mr. Bruce, in common with most racing men, seems to think that the only work done at a meeting is that by the racing man. Yet, taking hour for hour devoted to a successful race meeting, and the manager will spend five hours' hard work to every one spent by the racing man. One thing is certain, a manager is just as essential to a meeting as the racing man, and while a racing man can count his cost to a dollar or two, and a chance to get many times his money's worth in prizes, the cost to the manager is liable to cost thousands of dollars, or more than it costs all the racing men at the meeting. But I hear you say he is also liable to make as many; granted. Is it not the law of all well-governed business that the greater risk the greater profit?

To sum it up then, the manager devotes more hours to his work, puts up more money, and takes the chances of the racing men giving good races, the weather and the fickle public, all of which are beyond his control; while the racing man only takes the chances of his own ability to win, and a man who has not faith enough in his own ability to back it with a few dollars is better off the track than on, as the one most essential thing to success in racing is confidence in one's own ability. Five men, in a race, determined to win, are better than forty men half-hearted.

The largest entrance fee I ever knew of a man paying was $45, and he won $1200 in cold cash. The amateur paid $26 and took over $800 worth of prizes, while the managers lost $3500, and then the question is asked by many, "why not return entrance money?" In my experience there are only a few men who ask it, and it is the same class of men who want the makers to give them their wheels, somebody else to pay their expenses, and all without a word of thanks. I will venture that if those same men would run two meetings, and at the first one refund all money (little as it is), that at the next meeting the fees would be so high that racing men as a whole would shout "enough," and cry for men who understand how to manage a meeting.

A man's talents usually lay in one direction, and a manager cannot be a champion, and vice versa, so let managers and athletes pull together for the good of the sport, and cycling in particular.

Cleveland, Ohio, November 11, 1889. HENRY E. DUCKER.

THE CITY OF ELMIRA, N. Y., ISSUES PERMITS FOR SIDEWALK RIDING.

THE following letter from "Radix," of Elmira, N. Y., will, together with certain extracts from the bond, explain itself:

"*Editor Bicycling World:* I enclose some papers, the nature of which you will see at a glance, and thought perhaps they might be of interest to you.

We know our brother wheelmen will rejoice with us in our good fortune.

As you may imagine we think our good Mayor and Common Council are simply *perfect*. None of them are wheelmen, but they know that wheelmen have some rights, and kindly offer us privileges that we are certainly very grateful for."

The city of Elmira, N. Y., has issued bonds in the sum of $200, to be paid by the sureties of the rider to whom the permit is issued. The bond reads as follows:

"The condition of this obligation is such, That if the above bounden Richard Roe shall be granted a permit by the Mayor of said City of Elmira to ride a bicycle or tricycle upon the sidewalks in said City and shall in all things obey such rules and regulations as said Mayor shall in his discretion deem necessary and proper for the regulation and government of such use of said sidewalk, and shall also indemnify and save the said City free and harmless of and from all costs, damage and expense which it may incur on account of any damage by accident arising out of such use of said sidewalks without fraud or delay, then this obligation to be void, otherwise to remain in full force and virtue."

The generous attitude of the Elmira officials called forth the following action of the wheelmen of that city:

"In view of the late concession to wheelmen by our Mayor and the City Council, it seems desirable that an organization of the adult cyclists of the city be perfected, the principal aim of which shall be to aid in the enforcement of the rules laid down by the Mayor in the matter of sidewalk riding.

You are respectfully invited to attend a meeting for the discussion of the question, at Pierce & Dockstader's office, Friday evening, November 15th, at 7.30.

It is proposed to make a condition of membership that the member be twenty-one years of age, or upwards. City wheelmen above that age are invited to attend the meeting.

(Signed) W. N. EASTERBROOK, and others.

RACES AND RECORDS ON ROAD AND TRACK

AT PLAINFIELD, N. J., October 11.—Annual fall games.—The following are the results of the events:

Quarter-mile run, scholars' championship—L. E. Waring, first; C. H. Angleman, second. Time, 1m. 7s.

Seventy-yard dash, open heats, winners to run in final—First heat, C. G. Halsey, Atalanta Wheelmen; second heat, W. H. Morgan, P. A. C.; third heat, P. O'Hara. W. E. A. C.; fourth heat, T. S. Monahan, W. E. A. C.; final, W. H. Morgan first, C. G. Halsey second. Time, 6 4-5s.

Sack race, 1 1-4 laps, club—A. L. C. Marsh, first; Geo. C. Martin, Jr., second. This race afforded considerable amusement to the audience, as all the contestants took more or less tumbles.

Tug of war, Plainfield Bicycle Club vs. Elizabeth Wheelmen, three-minute heats—Plainfield Bi. Club—Robt. Rushmore (anchor), M. S. Ackerman, Dan'l C. Adams, Fred W. Walz; Elizabeth Wheel-

men—A. F. Bellinger (anchor), Fred C. Gilbert, N. H. White, L. B. Bonnett. Won by the Elizabeth Wheelmen.

One-mile safety bicycle race, open—D. Oakes, R. A. C., first; Horace Snyder, Brooklyn, second. Time, 4m. 34 1-2s.

Quarter-mile run, club handicap—G. E. Raymond, 40 yards, first; Geo. C. Martin, Jr., 45 yards, second. Time, 1m. 1-2s.

Hurdle race, 1 1-4 laps, open to Plainfield—H. D. Morrison, first; E. L. Walz, Jr., second. Time, 32s.

Three-legged race, 1 1-4 laps, club—Messrs. Frank L. C. Martin and Geo. C. Martin, Jr., first; Messrs. A. L. C. Marsh and W. Lee Simonds, second.

Running high jump, club—E. L. Walz, Jr., first, 4 feet, 4 1-2 inches; Roger F. Murray, second, 4 feet 3 1-2 inches.

Half-mile run, open—Wm. S. French, N. J. A. C., first, time, 2m. 22 1-2s.; with Sidney B. Bowman, N. J. A. C., a close second.

Consolation race, club, two laps on bicycle, one lap walk and one lap run—J. E. Erickson, first; J. Frank Martin, second.

A handsome banner was presented to the winning team in the tug-of-war contest, a beautiful silver shaving mug to the winner of the consolation race, and a gold medal to first, silver to second, in each of the other events.

During the evening Mr. Horace Snyder, of Brooklyn, gave a very creditable exhibition of fancy bicycle riding.

COMING EVENT.—The second annual race meet of the Manhattan Bicycle Club, of New York, will take place on Thanksgiving Day, over the Kingsbridge-Yonkers course. The events will be one ten-mile and one two-mile handicap race. The prizes to be gold medal to first, silver medal to second, and some useful article to third man in each race. The trustees also offer a handsome gold medal to the man making the best actual time in the ten-mile race.

AT BALTIMORE, MD., November 15th.—Road.—The annual five-mile race for the championship of the Maryland Club was run around Druid Lake on Friday morning, November 15th. W. E. Crist and Phil. Barber, of Washington, were the only contestants, and the former won after a close finish. Mr. Crist has now won the championship club medal twice in succession, and has to win it next year before it will become his personal property. The medal is a handsome one, and is valued at $75.

DEATH OF MR. GEO. N. STRONG.

We regret exceedingly to have to announce that Mr. George N. Strong, of the Strong & Green Cycle Co., died suddenly last week out in Denver, where he had gone for his health. He had developed rapid consumption, and his death was a great surprise and shock to his friends.

WARWICK CYCLE MANUFACTURING COMPANY.

Having undergone reorganization, and standing as we do upon the threshold of a new life, we take this opportunity to acknowledge past courtesies, and express our determination to merit a continuance of them in the days to come.

With ample increase of capital, [$100,000 paid up.—Ed.] we mean to purchase to the very best advantage. With material put down at our factory at the lowest possible price, with skilled mechanics, and constant watchfuness in manufacturing, we feel assured of our ability to place on the market such goods as will afford our customers pleasure to handle.

We sincerely believe that our "Safety" for 1890, is the "best on earth" and for durability, thoroughness of workmanship, and beauty of outline cannot be equalled.

For the placing of first class goods on the market, we respectfully request the co-operation of both buyers and sellers.

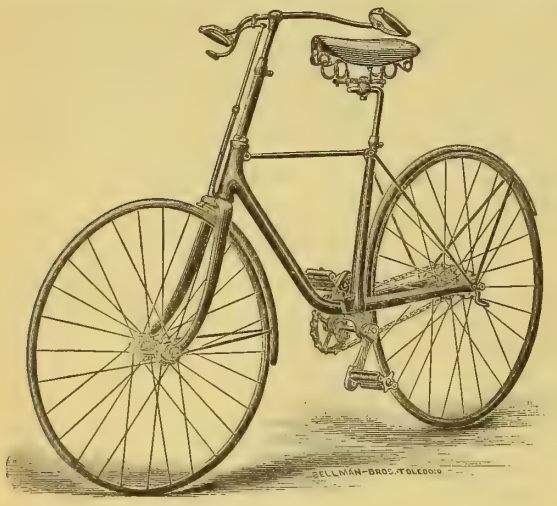
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Springfield, Mass., Nov. 1, 1889.

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Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result is that a simple remedy has been formulated whereby these distressing diseases are rapidly and permanently cured in from one to three simple applications made at home by the patient once in two weeks. A pamphlet explaining this new treatment is sent free, on application, by A. H. Dixon & Son, 337 and 339 West King street, Toronto, Canada.—*Christian Standard.*



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THE LITTLE GIANT BICYCLE.

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Now is your chance Boys! Do not let anybody stand you off by saying they cannot get a wheel for you. We can fill orders promptly, and give you good value for your money. Something that has never been done before. The Little Giant embodies all of the recent improvements of the Men's wheel, in a modified form. There! If this don't interest you, ***no harm done.*** Yet we feel satisfied that you all know a good thing when you see it, and that you will favor us with your sample order. ***Agents wanted everywhere.***

We know you won't forget where we are located, but to assist the memory of anyone who may need their memory jogged, will say our factory is located at Toledo, O., on Central Ave., and the firm's name is,



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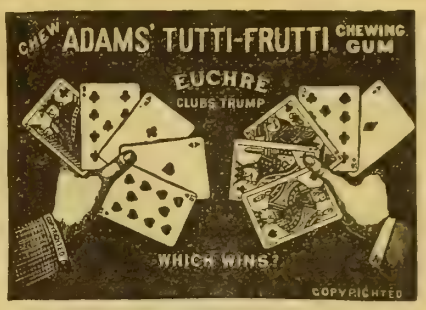
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A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

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ABBOT BASSETT, Secretary.

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THE opening note of the campaign for Road Improvement is sounded this week by President Luscomb. The officers of the League are thoroughly in earnest and they propose to prosecute an active campaign in several States looking to the introduction and passage of road bills. The work mapped out looks to positive measures to be taken to secure the enforcement of the bills after they are put upon the books, and these measures are to be pursued with no less vigor than is employed in the creation of the laws.

Three committees, the Executive, Highway Improvement and Rights and Privileges will prepare the work that is to be done. They ask and should have the earnest cooperation of every officer and every member of the League. The world must know that the League means business. Let every man go to work with his coat off when once the plan makers tell us what they want done, and until we are called into line for action let it not be forgotten that there is great strength and force in numbers. We have thousands of men in the United States who were once members of the League but who are no longer on the rolls. We believe that many of them would come back to us did they know of the great work we propose. Twenty-thousand members would speak with a louder voice than the number we now have. Do not forget that we, like the political parties of the country, have been looking for an issue. It has come to us. May we not hope to prevail upon one or the other great party to make our cause theirs as well.

HIGHWAY IMPROVEMENT.

To the L. A. W.:

After months of careful consideration, (the opportunity, now for the first time this year presenting itself) it has been determined to enter upon a comprehensive project for the Improvement of Highways.

It is proposed that legislation be undertaken simultaneously in eight or nine states, and that bills be introduced at the opening of the several Legislatures.

The magnitude of the work is such that the active co-operation of our entire membership is needed.

In importance, this move is radical and far reaching beyond anything our organization has ever attempted, because it involves ultimately the practical reconstruction of the miserably maintained highways of our country, and the maintenance of properly constructed roads.

In declaring this policy of the L. A. W. it is believed that the benefit of this legislation which the L. A. W. inaugurates can be made manifest to the great mass mass of our citizens whose use of the highways is constant: that it is the common movement in which all, whether using wheel, wagon or horse, can consistently and profitably join; that the great cause but needs encouragement and intelligent guidance, with determination and perseverance in its prosecution, to make it a succesful issue.

There will be a joint conference of the Executive, Rights and Privileges and Highway Improvement Committees in New York on December 7, 1889, when the states to be selected, the character of the bills to be presented, and the method of conducting the campaign, will be fully decided upon and every effort made to bring the consideration of the subject before the people in the logical and practical way of asking the people's Representatives to declare its necessity by enacting statutes.

This will bring the discussion before the proper audience and if our views prove conclusive, clinch the successful argument with a law.

Earnest attention to our contemplated action is solicited both from League members and from all citizens interested in better roads, and suggestions invited, addressing all communications to the undersigned.

Yours fraternally,
CHARLES H. LUSCOMB,
President L. A. W.

Rights and Privileges.

Mr. Isaac B. Potter of New York is hereby removed from the committee on Rights and Privileges.

Mr. Charles F. Cossum, 35 Market street, Poughkeepsie, New York, is appointed a member of the National Committee on Rights and Privileges, vice Potter removed.

CHARLES H. LUSCOMB,
President L. A. W.

Connecticut.

A meeting of the Board of Officers of this Division was held in the parlors of the Hartford Wheel Club, Hartford, Nov. 13, 1889.

Meeting called to order at 8.15 P. M., Chief Consul Post in the chair.

The following gentlemen were present: Chief Consul David J. Post, Vice Consul L. A. Miller, Sec.-Treas. E. A. De Blois, Representatives Joseph Goodman, A. G. Fisher and Earnest C. Rowe. Minutes of last meeting were read and accepted.

On motion, it was voted to pay the sum of $100 as a retainer to Mr. Chas. L. Burdett, who was elected Division Lawyer last September.

The Road Book Committee submitted their report, to the effect that upon investigation they had found that the resent book could be duplicated in a revised form, at the same time retaining the high quality of workmanship that made the last edition such a success, at a slightly reduced price.

The report was accepted and the committee discharged with thanks.

Mr. L. A. Miller moved that a new committee of three be appointed by the Chair to proceed with the work of revising and issuing the Road Book at the earliest possible moment, with full power to contract for everything necessary for its production. Motion carried. The Chair thereupon appointed Mr. C. G. Huntington Chairman, and Messrs. L. A. Tracy and E. A. De Blois remaining members. Adjourned.

E. A. De Blois, Sec.-Treas.

New Jersey.

An adjourned meeting of the Board of Officers of the New Jersey Division L. A. W. will be held on Wednesday, Dec. 4th, at 7.30 P. M., at the Club Rooms of the Trenton Wheelmen, Trenton, N. J. Train leaves Pennsylvania Railroad, foot Cortlandt street, New York, at 4.40 P. M.; Newark, 5.05 P. M. Returning leaves Trenton at 10.38 P. M.

Geo. C. Pennell, Sec.-Treas.
G. Carleton Brown, Chief Consul.

To the Members of the Pennsylvania Division.

The Road Book Committee regret to say that the map makers found it impossible to complete the new maps for the Road Book at the time specified by them —Nov. 1st; hence it will be necessary to delay the mailing of the books until later. It was thought wise, however, to accept the delay in view of the excellent maps, which will accompany the work. They will prove their own apology.

H. Crowther,
Chairman.

Missouri Division.

To Members:

The affairs of this Division have after a good deal of arduous labor assumed a different shape than what they had at the July meeting. At that meeting the membership had dwindled down to 272—it is now 312, a gain of 36 members since (Sept. 1) the present administration took charge—certainly not a bad showing. These figures, however, have been the result of the work of a few, as in many parts of the State where wheelmen abound nothing has been done. This has been caused by the indifference of a few official figureheads who were installed in office at the Sedalia meeting upon promises of their friends to do good work. This a number have failed to do, and as I am determined to bring the membership of this Division up to the proper standard, I hereby remove them so as to make room for better men, who will increase and not retard the growth of the Division.

Fraternally yours,
Robt. Holm,
Chief Consul.

Missouri Division Removals.

On account of refusing to answer letters or pay any attention whatever to League affairs in this State, Mr. George A. Case is hereby removed from the office of Representative.

Mr. C. A. Graves of Joplin is hereby removed from the Touring Committee, for failing to answer letters or pay any attention to L. A. W. affairs. I should be pleased to receive applications for the position from Joplin. Fraternally yours,

Robt. Holm,
Chief Consul.

Missouri Appointment.

Mr. A. C. Miller of Hannibal is hereby appointed a member of the Slate Racing Board, vice F. E. Hoffman, removed. Fraternally yours,

Robt. Holm, Chief Consul.

Missouri Hotels.

I have this day appointed the following as official hotels. Certificate of appointment should be found hanging in hotel office. Members will please report any infraction of this part of the agreement.

Independence: Laclede Hotel, regular rates, $2 per day. To L. A. W., $1.60; meals and lodging, 40 cents.

St. Louis—Hotel Richelieu, 14 Washington avenue, regular rates, $2.50 per day. To L. A. W. $1.75, meals and lodging, 50 cents. The St. Louis hotel is situated within one block of the asphaltum and is more convenient for wheelmen than down town hotels are.

Fraternally yours, Robt. Holm, C. C.

Massachusetts and Rhode Island Road Books.

There seems to be a mistaken idea regarding the price of the Massachusetts and Rhode Island Road Books. The price to members of the Massachusetts and Rhode Island Divisions who have received copies of the book is fifty cents, but only one copy can be supplied each member at that price. For League members generally the book will be sold for $1 per copy, only one copy to each member. Non-League members are charge $2 per copy for the work.

Stampo above the denomination of two cents will not be accepted. Chas. S. Howard, Sec.-Treas.
Office of the Boston Globe.

League Clubs.

The following clubs have qualified as League Clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

No. 243—Auphnwalk Wheel Club, Danielsonville, Conn., Edwin P. Lyon, Secretary.

Professionals.

Messrs. Frederick Hood and Stephen G. Spiers, of California, are hereby declared to have forfeited their amateur status, by violating clause B, section 4, article V, L. A. W. By-laws. Amateurs are warned not to compete with either of these men.

Chas. S. Davol,
Chairman L. A. W. Racing Board.

Massachusetts.

Circular No. 8.

The following consuls have been appointed and will serve until September 1, 1890.

I desire a consul in every town and village, any member willing to serve will confer a favor by communicating with this office.

Abington, Chas. A. Cushman, 15 Belmont street.
Acushnet, Allen G. Briggs, with C. M. Morse, Jr.
Amherst, E. R. Bennett, next to Post Office.
Ashfield, L. B. Graves, South Ashfield.
Attleboro, L. B. Kingman, 31 Dunham street.
Belmont, Jas. Otis Simonds, Belmont.
Beverly, J. Elmer Wood, 71 Rantoul street.
Boston, A. D. Peck, Jr., 101 Summer street.
Brighton, H. A. Fuller, 547 Western avenue.
Brockton, Wm. H. Bliss, O. C. R. R.
Brookfield, H. E. Cottle, Central street.
Brookline, F. L. Olmsted, Jr., Warren and Dudley street.
Cambridge, W. J. Newman, Harvard square.
Cambridgeport, J. S. Sanborn, 81 Main street.
Canton, John W. Tirrell, 36 Washington street.
Charlestown, H. W. Robinson, 10 Salem street.
Charlton, Ernest B. Smith, Charlton City.
Chelsea, E. A. Phemister, 27 Crescent avenue.
Clinton, Chas. F. Martin, 224 High street.
Cottage City, Geo. W. Smith, 115 Circuit avenue.
Danvers, John W. Porter, 12 Holton street.
Dedham, F. D. Ely, Jr., Bank Building.
Deerfield, A. W. Harris, So. Deerfield.
Dighton, Jas. H. Codding, No. Dighton.
Dorchester, W. S. Doane, Van Winkle street.
East Boston, J. Alva Goodale, 123 Lexington street.
East Bridgewater, A. B. Parker, Elmwood.
Egremont, Andrew Dunlap, South Egremont.
Everett, Albert W. Beers, 39 Cottage street.
Fairhaven, Geo. W. Bliss, 162 Main st.,
Fall River, Richard B. Deane, 14 So Main street.
Framingham, A. L. Kendall, Pleasant street.
Gardner, J Myron Moore, National Bank.
Georgetown, A. B. Tilton, 4 North street.
Great Barrington, C. H. Booth, Nat. Mahaive Bank.
Greenfield, R. F. Painter, Greenfield.
Hatfield, R. T. Torkelson, Shattrich's Gun Factory.
Haverhill, Hervey E. Guptill, 21 Washington street.
Holyoke, E. C. Clarke, 6 Dwight street.
Hyde Park, H. M. Carter, 35 West River street.
Ipswich, Eugene N. Spinney, Agawam House.
Leicester, Walter C. Watson, L. S. Watson & Co.
Leominster, Geo. A. Rodger, Worsted Co.
Lynn, Wm. W. Griffin, 1 Market street.
Malden, Wm. C. Dillingham, 66 Appleton street.
Manchester, A. L. Churchill, Central street.
Maplewood, Wm. Kirkwood, 87 Waite street.
Marshfield, Geo. H. Wetherbee, Jr., East Marshfield.
Medford, Geo. H. Perry, 134 Riverside avenue.
Melrose, A. W. Dunton, Melrose Reporter.
Milford, H. I. Carpenter, Congress and Walnut sts.
Millbury, S. Walter Rogers, B. & A. R. R.
Milton, Albert A. Perry, Strangman & Co.
Needham, Frank H. Low, Highlandville.
Newburyport, F. H. Pettingell, A. F. Fowle & Son Co.
Newton, L. D. Whittemore, Jr., 411 Centre street.
Newton Centre, A. M. Gooch, Warren street.
Newtonville, Geo. A. Strout, 825 Washington street.
No. Adams, J. H. Kane, 3 Blackinton Block.
Northampton, H. S. Campbell, 245 Main street.
No. Attleboro, S. E. Lamprey F. M. Whiting & Co.
Nortbridge, P. C. Houghton, Whitinsville.
No. Brookfield, F. L. Harris, Journal Office.
No. Cambridge, J. F. Bacon, 154 (a) No. avenue.
No. Easton, H. L. Porter, E. W. Gilmore & Co.
Norton, L. J. L'Amoreux with A. H. Sweet.
Norwood, R. M. Hoyle, with Winslow Bros.
Palmer, Norman W. Chandler, Nat. Bank.
Pembroke, Chas. D. Bonney, Pembroke.
Pittsfield, E. H. Kennedy, Agric'l Nat'l Bank.
Quincy, Arthur P. Benson, care Field & Wild.
Reading, E. P. Guild, Haverhill street.
Rockland, Geo. A. Young, Summer cor. Concord.
Rockport, Robert Herne, Com. Cable Co.
Roslindale, H. A. Cardinal, Jr., Washington street.
Roxbury, Chas. G. Wells, 2309 Washington street.
Rutland, A. J. Williams, Ag't B and M. Railroad.
Salem, R. H. Robson, 39 Boston street.
Sandwich, W. H. Heald, Sandwich Tack Co.
Saugus, Walter Scott, 73 Central street.
So. Boston, J. Frank Charnock, 2d and East streets.
So. Easton, Wm. E. Smith, Ross Heel Co.
So. Framingham, F. P. Valentine, Nat. Bank.
So. Hadley, Geo. B. Skinner, So. Hadley Falls.
Spencer, Frank A. Drury, Nat. Bank.
Springfield, Frank H. Williams, 31 Market street.
Stoughton, Chas. F. Tenney, Seaver street.
Sutton, Rev. John Gregson, Wilkinsonville.
Swampscott, F. A. Bucknam, Essex street.
Taunton, P. L. Hassenforder, O. C. Railroad station.
Templeton, Chas. H. Lane, Templeton.
Thorndike, M. M. Thomas, Thorndike.
Wakefield, Nat S. Rogers, Greenwood.
Waltham, M. H. Gilbert, 159 Brown street.
Wellesly, Geo. Rantoul White, Wellesley Hill.
West Medford, W. W. Guilford, 73 Sharon street.
West Newton, Wm. H. Bacon, West Newton.
Whately, Chas. E. Crafts, East Whately.
Winchendon, Chas. A. Merrill, Post Office.
Winchester, Chas. J. Kaulbach, Brown's Drug Store.
Winthrop, Fred L. Noyes, Read's Block.
Worcester, L. M. Alexander, 195 Front street.

Fraternally, Wm. H. Emery,
Chief Consul.

Ohio.

List No. 2.

Chief Consul M. A. High has appointed the following Local Consul:

Alliance, Arthur Wright.
Ashtabula, Chas. F. Benedict.
Bloom Centre, J. Willard Smith
Canton, Will G. Saxton.
Conneaut, C. B. Norton.
Covington, M. B. Ullery.
Enon, Arthur J. Warren.
Geneva, W. A. Potter,
Girard, F. R. Goodrich.
Jefferson, S. R. Fetch.
Kingsville, G. E. Webster.
Louisville, C. E. Schilling.
Massillon, Frank E. Hess.
New Carlisle, H. S. Credlebaugh.
North Lewisburg, W. E. Austin.
Niles, F. E. Wilson.
Newton Falls, Wallace Herbert.
New Knoxville, Jas. Slack.
Painesville, C. W. Blackmore.
Richwood, Jas. Embrey.
Selma, F. M. Wilson.
Springfield, Roscoe Pierce.
South Charleston, E. M. Van Cleve.
St. Marys, Willis Kishler.
Sidney, D. R. Orbison.
Tippecanoe, L. T. Sheets.
Urbana, F. S Wilhelm.
West Middleburg, L. N. Seaman.
Washington C. H., F. M. Hartman.
Warren, Thos. W. Ross.
Xenia, S. D. Kingsbury.
Yellow Springs, W. G. Rice.
Zanesfield, J. C. Osburn.

Chief Consul High has also appointed the following League Hotels:

Ashtabula—Hotel James, regular rates, $2.50 a day; to L. A. W., $1.75 a day, and 50 cents a meal.

Alliance—Russell House, regular rate, $3.00 a day; to L. A. W., $2.00 a day.

Bryan—The Brunswick, regular rates, $2.00 a day; to L. A. W., $1.50 a day.

Bloom Centre—Halborth House, regular rates, $1.00 a day; to L. A. W., 75 cents a day.

Canton—Barnett House, regular rates, $2.00 a day; to L. A. W., $1.50.

Coshocton, McDonald House.

Columbus—Park, regular rates, $2.50 a day; to L. A. W., $2.00 a day.

Conneaut—Commercial, no reduction.

Covington—Central hotel, regular rates $1.50 a day; no reduction.

Delaware—Donavin, regular rates $2.00, no reduction.

Delta—Central Hotel, regular rate $2.00 a day: to L. A. W. $1 50 a day.

Defiance—Russell House, regular rate $2.00 a day; to L. A. W. $1.50 a day.

Granville—American, regular rates $1.50 a day; to L. A. W. $1.00 a day.

Girard—Girard, regular rates $1.50 a day; to L. A. W. $1.00 a day.

Jefferson—American, regular rates $2.00 a day; to L. A. W. $1.50 a day.

Kingville—Union, to L. A. W. 40 cents a meal.

Louisville—Commercial Hotel, regular rates $1.50 a day; to L. A. W. $1.25 a day and 25 cents a meal.

Massillon—Hotel Conrad, regular rates $2.00 a day; to L. A. W. $1.50 a day.

New Comerstown—Fountain House, regular rates $2.00 a day; to L. A. W. $1.25 a day.

New Philadelphia—Exchange Hotel, regular rates $2.00 a day; to L. A. W. $1.50 a day.

New Carlisle—New Carlisle House, regular rates $2.00 a day; to L. A. W. $1.00 a day.

New Knoxville—Diedrich House, regular rates $1.25 a day; no reduction.

Painesville—Stockwell, regular rates $2.00 a day; to L. A. W. $1.50 a day and 35 cents a meal.

Ragersville—$1.00 a day.

Richwood—Commercial, regular rates $1.50 a day; to L. A. W $1 00 a day.
Steubenville—New Imperial, regular rates $2.00 a day; to L. A. W. $1.50 a day.
Springfield—Arcade, regular rates $2.50 and $3 00 a day; to L. A. W. $2.00 a day.
South Charleston—Ackley.
St. Marys—Fountain House, regular rates $2.00 a day; to L. A. W. $1 50 a day.
Sidney—Wagner House $2.00 a day.
Tippecanoe—City Hotel, regular rates $1.50 a day; to L. A. W. $1.00 a day and 35 cents a meal.
Toledo—Boody House, regular rates $3.00 a day; to L. A. W. $2.00 a day.
Urbana—Hotel Soules, regular rates $2 00 a day; to L. A. W. $1.50 a day.
Wauseon—Fountain City, regular rates $1.50 a day; to L. A. W. $1.00 a day.
West Middleburg—McWade House, regular rates $1.00 a day; to L. A. W. 75 cents a day.
Warren—Park, regular rates $2.00 a day; to L. A. W. $1.60 a day.
Xenia—St. George.
Cut this out and paste it in your Hand Book.

WILLIAM D. KEMPTON Sec.-Treas.

New Jersey Division Consul List No. 1.

Elizabeth, Geo J. Martin.
Millville, Geo. Weber.
Hackensack, Theo. K. Hastings.
Newark, W. A. Drabble.
Smithville, Thos. Finley.
Trenton, R. V. Whitehead.
Bordentown, Fred G. Weise.
Salem, Henry Jackson, M. D.
Beverly, J. L. Clarkson.
Jersey City, Frank Eveland.
Rutherford, Albert Oakly, Jr.
Bloomfield, J. V. L. Peirson-Bound Brook, P. V. Bergen.
Westfield, F. A. Kinch, M. D.
Burlington, Chas. P. Smith, Jr.
Englewood, F. M. Demorest.
Flemington, H. S. Fulper.
Branchville, Geo. F. Crisman.
Freehold, Joseph McDermott.
Summit, H. E. Ahern.
Washington, S. A. Defoe, M. D.

G. CARLETON BROWN, Chief Consul.

Illinois.

A copy of our Constitution and By-Laws will be mailed to each member of our Division.

In addition to the Constition it contains (as per order B. of O.) a list of the names and addresses of every member of the Illinois Division L. A. W., up to and including those published Oct. 11, 1889.

A card containing the list of Division Officers for 1889-90, with a list of Hotels, Local Consuls, etc., etc., on the reverse side, is sent you at the same time,

Members will please notice that street address only is given for members resident in Chicago.

I would request each member to see if his name is printed, and if the address given is correct; if not, notify the Secretary-Treasurer at once, so that the proper correction can be made. An "errata" leaf will be published for insertion in book as soon as your Secretary thinks the proper time has elapsed; this will ensure each member a correct list of names and addresses.

Any member not receiving a copy within ten days will please notify the Secretary, and one will be mailed him. Fraternally,

THOS. F. SHERIDAN, Secretary-Treasurer.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 216—Total 58—11,835.

BOSTON, Nov. 22, 1889.

CALIFORNIA DIVISION—1—414.

Unattached.
25518 Gardiner, Alex S., care Balfour, Guthrie & Co., San Francisco

CONNECTICUT DIVISION—8—704.

Columbia C. C.
25560 Parker, A. H. 111 Oak st., Hartford
25559 Murray, James, 131 Farmington ave,, "
25558 King, Joseph, West "
25557 Hedstrom, A. G. Drawer 11, "
Hartford Wheel Club.
25556 Dresser, Geo. C., 4 1-2 Chestnut st., "
Unattached.
25555 Callahan, John W., 19 Central Row, "
25561 Thompson, H. J., 30 Washington, "
25550 Weatherhead, Frank W., 76 Park st., "

ILLINOIS DIVISION—17—854.

Illinois C. C.
25519 Bamburger, E. D., 146 S. Leavitt st., Chicago
25520 Barnum, H. L., 628 W. Lake st., "
25521 Blaine, E. M., 222 Warren ave., "
25522 Foster, F. H., 770 W. Monroe st., "
25523 Gross, Geo. G., 969 Jackson, "
25524 Humphrey, H. B., "The Herald" "
25525 Kimberly, E. E., 1142 Washington Boulvd. "
25526 Knowles, Frank J., Polk st. and Ogden ave., "
25527 Lloyd, Geo. E. 266 S. Leavitt st., "
25528 Staitman, W. A., 375 S. Hoyne ave., "
25529 Warmington, Jno., 60 Flournay st., "
25530 Watkins, J. G., 225 Warren ave., "
25531 Wignall, A. C., 162 Walnut st., "
25532 Williams, E. C., 269 S. Leavitt st., "
Peoria Bi. Club.
25546 Oden, C. V., care Con. Tank Lime Co., Peoria
Unattached.
25551 Campbell, Harry G., El Paso
25547 Daily, J. M., Pontiac

KENTUCKY DIVISION—1—93.

Unattached.
25562 Flaig, Thos. P., L. Box 21, Danville

MARYLAND DIVISION—7—525.

Balto. C. C.
25533 Zimmerman, Jas. J., Box 254, Baltimore
Maryland Bi. Club.
25563 Harding, Chas. H., 1702 Madison ave., "
25564 Keilholtz, P. O., 1829 Linden ave., "
25565 Lindsay, F. W., Jr., 1218 W. Lanvale st., "
25566 Brawner, Harry O., 941 Madison ave., "
25567 Brewer, Jas. R., 751 North ave., "
25568 Hall, A. C., 1707 Madison ave., "

MASSACHUSETTS DIVISION—2—1569.

Unattached.
25569 Jones, F. M., Fairhaven
25571 Sherman, Waldo E., Box 911, Milford

NEW JERSEY DIVISION—2—585.

Unattached.
25552 Moore, Henry M., 10 Brinkerhoff st., Jersey City Heights
25541 Shinn, Clarence H., Lakewood

NEW YORK DIVISION—10—2070.

Binghamton, Wheel Club.
25573 Merrell, Harry F., 1 Truesdell st., Binghamton
Buffalo Bi Club.
25543 Ratcliffe, S. T., 246 Virginia st., Buffalo
Citizens Bi. Club.
25548 Ford, Simeon, Grand Union Hotel, New York
Columbia Coll. C. C.
25534 Bishop, Cortland F., 13 Madison ave., "
25535 Bookman, Samuel, 9 East 62d st., "
25536 Knap, E. D., 47 East 49th st., "
25537 Tyndall, Wm. D., 47 East 49th st., "
Manhattan Bi. Club.
25570 Elkus, Lawrence, 61 East 61st st., "
25572 Husson, M. A., 1667 Broadway, "
Unattached.
25542 Muir, Geo., 300 St. James Place, Brooklyn

OHIO DIVISION—1—834.

Unattached.
25553 Colson, F., 34 West Main st., Norwalk

PENNSYLVANIA DIVISION—6—1375.

Oxford Wheelmen.
25554 Wagner, Louis, 1538 North 25th st., Philadelphia
Unattached.
25574 Romig, Dr. Geo. M., 523 Hamilton st., Allentown
25540 Meixell, John W., Lewisburg
25549 Hotchkiss, A. O., N. Y. P. and O. Depot, Meadville
25539 Thomas, Simpson, Millgrove
25538 Coleman, Thos. M., 1030 Brown, Philadelphia

RHODE ISLAND DIVISION—2—327.

Rhode Island Wheelmen.
25575 Burrington, Wm. B., Box 504, Providence
Unattached.
25544 Jones, Edw. Simmons, Box 1113, Providence

TENNESSEE DIVISION—1—92.

Memphis Wheelmen.
25545 Sawyer, John W., care the J. S. Menken Co. Memphis

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... ..... *Name*,..... ....

Club,..... ..... *St. and Number, or Box*,.....

References:..... .... *City*,..... ....

State,..... .....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*



TRADE MARK

High grades in Silk, Silk and Jaeger s, Silk an Cotton, all Wool, Merino, Dr. Jaeger's all Wool yarn in Summer, Winter, and extra heavy Weight.
Readers in the vicinity of Boston call and examine. Take Elevator. Send stamp for catalogue.

Jersey Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

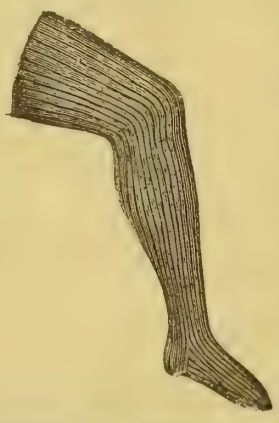
Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.
Send Size of Waist and Hip.

Jersey-Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50
3—1. Black, navy, grey mixed, stocking, $1.25
1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,
109 Kingston Street, Boston, Mass.

Special Clearance List Singer's Cycles.

THE Machines on this List are offered at a great reduction of price to effect a clearance. They are all NEW and of best material and workmanship, but in some cases not of present standard pattern, while others are styles of machines that, in order to reduce the number of our patterns, we are discontinuing to make. The prices quoted are already very low, **but we are prepared to consider offers for two or more machines.** The tricycles offer a rare opportunity for those who may require machines for hiring purposes, and the stock being limited, intending purchasers should order at once.

SINGER'S "APOLLO" ROADSTER BICYCLE.
List Price $130.00. Offered at $100.00.

Singer's "Apollo" Light Roadster Bicycle.
List Price, 130.00. Offered at $100.00.

SINGER'S "CHALLENGE."
List Price, $100.00. Offered at $80.00.

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GILLOTT'S STEEL PENS ARE THE MOST * * * PERFECT.



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Superior to all others. Chain lengthened or shortened at will. Complete Little Yale Lock. Nickeled. Chain 20 inches. Price, **$1.00.** Liberal discount to trade.

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An intelligent and experienced business man, who is an active wheelman, wishes to either *exclusively* represent a leading make of wheel in some desirable locality, or would be willing to purchase part interest in some well-established house in the cycle trade. Correspondence solicited. "G," care this paper.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

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Browning, King & Co.

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Broome Street,
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The Only Official Tailors to the L.A.W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

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Makers of the Official L. A. W. Sundries.

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No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
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No. XX Worsted Solid, League color, Snake Buckle..... .40
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No. 1, Canvas, leather trimmings. 3.50

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"And they followed the Star."—[*History.*]

Look at the CHAMPIONSHIPS Won on the STAR during 1889. Can any machine beat this record? Facts that talk.

Three-Mile L. A. W. Championship, Mav 30th, J. PHIL. PERCIVAL, Los Angeles Cal.

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Half-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.

Ten-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.

25-Mile Road Race Championship of Minnesota, July, 31, 1889, COLIE BELL, Minneapolis, Minn.

Half-mile L. A. W. State Championship, July 18, 1889, W. I. WILHELM, Reading, Pa.

One-mile L. A. W. State Championship, July 19, 1889, W. I. WILHELM, Reading, Pa.

Quarter-mile L. A. W. State Championship, By W. I. WILHELM, York, Pa., Sept. 3d, 1889.

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THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy.

BOSTON, 29 NOVEMBER, 1889.

Volume XX. Number 5.

Coasting qualities are a pretty good test of the bearings of bicycles.

VICTORS ARE NOTORIOUSLY

COASTERS.

New proof of this was found in Syracuse the other day, when the only three Victors entered in the coasting match took 1st., 2d and 3d prizes, distancing all others except one.

Victors are built on lines that have shown themselves to be right. Ask their riders.

OVERMAN WHEEL CO.,

MAKERS OF

VICTOR ·:· BICYCLES,

BOSTON, WASHINGTON.

OFFICE AND FACTORY,

CHICOPEE FALLS, MASS.

The following chapter was omitted (we hope inadvertently) from Edward Bellamy's popular book,

"LOOKING BACKWARD."

"After enjoying the recuperative effects of Dr. Leet's hospitality for a few days, he suggested that I accompany him to ride about the magnificent city.

Having learned to think of horses in connection with such a ride, imagine my surprise on seeing a handsome, though very noisy carriage roll up to the door, without any apparent reason for its doing so, for it was not only without horses, but it contained no visible machinery of any kind.

I was too much astonished to speak, noticing which, Dr. Leet said: 'This new means of propelling vehicles is, perhaps, the most wonderful invention of this progressive age. All other motors run by some agency, which may be 'a good servant, but a bad master.'

This, however, is the only force which is a bad master all the time, while acting as a servant and like jealousy it 'makes the meat on which it feeds.'

This remarkable power is none other than the noise made by the vehicle itself.'

I had become expectant of surprises, but this was too much, even from one so reliable as the Dr.; evidently appreciating my doubt, he motioned me toward the vehicle, realizing, as all must, that an object lesson is most easily learned and remembered. As I climbed into this—to me, very novel carriage, I noticed that the wheels and indeed all other parts, were made of metal.

When we were seated, the Dr. pulled a sort of trigger at the side of his seat and we moved, slowly at first, the speed gradually increasing until it reached about twelve miles per hour. My astonished enquiring look at Dr. Leet was responded to. 'You see, Mr. West,' said he, 'this is an age of novelty. The unexpected is even more likely to happen than it was in your time. A hundred years ago anti-rattling appliances were sought, now noise-making devices are patented by the score. This carriage contains beneath the seat a small motor, which, by the way, was first experimented with in the latter part of the 19th century, by a much misunderstood man named Keely, thought it has but recently become practical.

Its power comes from the 'disintegration of water' by 'vibratory induction.'

The entire bottom of the carriage is a metal sounding plate, within which is a microphone for conveying the sound waves to the motor.

To stop, we apply this brake,' and he touched with his foot a small button, and in an instant we were standing still. 'The old style of applying brakes was wasteful, not only of the momentum, but was a constant wear of both brake and wheel, while our modern brake stores the momentum and applies it as an aid in starting.' He again pulled the trigger, and we were underway. 'This brake,' he said, 'is indispensable for this class of carriages, as we must start the noise before the motor can begin to act.

The idea of utilizing the noise of a vehicle for its propulsion, was first conceived by a noted bicycle rider, who lived contemporaneously with Keely. You will remember that at that time nearly all cycles were made of metal. At about the same date it was demonstrated that a bicycle could be made of hickory timber, which would be practically noiseless.

For a time each of these discoveries promised to neutralize the other, and yet both are in use at the present time. There is one class who see and enjoy the benefits of quiet, healthful exercise, and they use the bicycles, all of which are now made of hickory. While we, who are troubled with inertia, (formerly called laziness) use the self propeller, or, as the irreverent call it, the '*sound* scooner.'

'But why, Dr.,' I ventured, 'do they use rubber tires; would not the wheels make more noise if their rims were covered with some harder material?"

[To be concluded next week.] P. S. We still have catalogues.

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WESTERN WHEELMEN

Have your bicycles overhauled during the Winter season. You will lose none of the good riding weather, and your bill of repairs will be much lower than the same work would cost next Spring.

We do all classes of repairing, including the finest nickel plating, and Harrington's baked enamel; we apply the latter for the same price that other shops will charge you for daubing your wheel over with liquid enamel, and will guarantee as fine a surface as any of the factories will turn out. All our repairing is guaranteed.

Write us and state what your wheel needs, and we mail you an estimate of the cost.

No charge for drayage on wheels shipped by freight.

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Ease up on sending stamps; postal notes preferred.

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One of the most complete Bicycle Repair Shops in the country. Parts supplied, estimates given. Charges reasonable, consistent with good work.

Sundries, wholesale and retail. Second-hand machines. Send for list.

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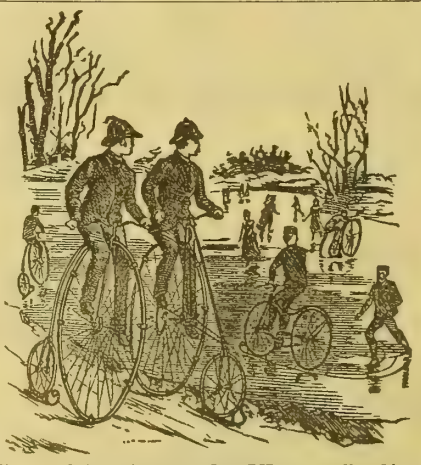
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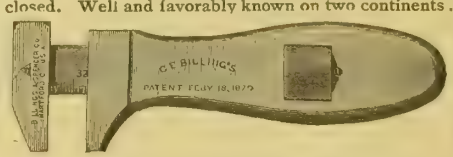
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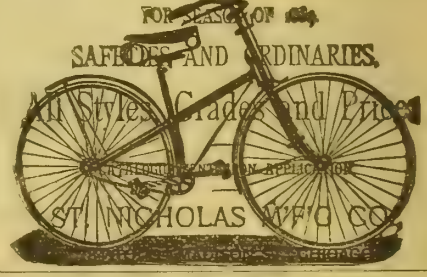
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One-Third Actual Size

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York

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Send 25 cents and get one of the
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FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, $14.00, $15.00, and $16.00. Cutters, Home Trainers, etc. Send for circulars. M. A. WOODBURY, Bradford, Pa.

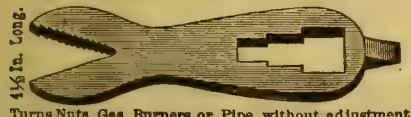
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Send your Wheel to
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In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

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"SINGER TANDEM BICYCLE," only $135. Nearly new. C. J CONOLLY, Rochester, N. Y.

FOR SALE—American Rambler; in first-clase condition. $100. H. E. EYMAN, Montgomery, Alabama.

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EXCHANGE—A new gold watch, extra heavy hunting case, Elgin, best grade, for an 1889 Columbia or Victor safety. Must be in first-class order. W. H. CUMMINGS, Plantsville, Ct.

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Bicycle Repairing in all its Branches.

Difficult Repairing a Specialty.

Estimates cheerfully given. Out of town orders promptly attended to. Send your machine to our headquarters and save paying two or three profits All work done on our premises by our regularly employed workmen under our personal supervision.

Satisfaction Guaranteed.

NEW YORK BICYCLE CO.,
No. 4 East 60th St., - N. Y. City.
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The most perfect Road Map of a Massachusetts County ever issued. SHOWS ALL THE ROADS. Printed in Colors, mounted on canvas and varnished. Scale about 5-8-in to the mile. The best Map value ever given for the. **price, $1.00, postpaid.**

Bicycling World Co.,
12 PEARL ST., - - BOSTON.

N. B. If this venture meets with encouragement we hope it will, other maps of Massachusett's Counties will be issued on the same lines.

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Bicycles and Tricycles.

Get our prices on second-hand wheels before purchasing.

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The juice of russet apples treated in accordance with approved methods for Champagne.

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Slightly spiritous and containing an abundance of natural fruit acid

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Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (*two weeks apart*) by the patient at home. A pamphlet explaining this new treatment is sent *free* by A. H. DIXON & SON, 337 and 339 West King Street, Toronto, Canada.



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MADE FOR ROAD USE.

Light Running and Durable.

"The Bicycle business is going to boom in the Spring, and, if I am not mistaken, the Singer wheels will press other makes harder than ever. People are going to buy a wheel that has stood the test, and you will find 1889 wheels of other makes, nothing more than wrecks next year, where the SINGER SAFETY, that was sold early in the Spring of 1889, will still be in good order and their riders satisfied. Then the time will come for me to hang out my old card, 'SINGER CYCLES PROVE THE BEST.'"

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"SINGER SAFETY BICYCLES lead them all!! But not in the repair shop. More Singers sold this season than any other make of Safety. Strongest, handsomest and finest running Safety that was ever invented by a cycling genius. It has a raking, racing looking build. Has the only Spring-wired Tire. Can't come out. No other Safety has it. Why not? Because Singer & Co. have got the finest thing, and they are going to keep it to themselves. The Singer has the most powerful brake can be used. Always reliable. The Singer rides easily and comfortably. No lame back or loose false teeth, if you ride a Singer. The Singer is made for comfort as well as speed. If you don't believe it try one. We give you a fine spring saddle of any make you may choose. The Singer is such a reliable wheel, that despite the large number ridden, if we were to depend for one-quarter of our repair work on Singers, we should have red flag flying over our door in no time. Its name is Singer, but not rattler. Notice the handsomest wheels among the leaders in any road scorch and you will find they are Singers, and then notice that they don't rattle like a low gear loaded with hoop iron. If you want to see a first-class piece of cycle mechanism, beg, borrow, steal or hire a Singer Safety and pull it apart. The very finest workmanship will be displayed. Notice the ball bearings. Notice the chain adjustment. Notice the fine finish. In fact, if you want to see the acme of cycle mechanism notice the Singer."

CAMPBELL & CO., Providence, R. I.

BUY THE BEST.

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NEW MAIL.



ALBERT BEERS

Has been awarded the Adams' medal for greatest number miles in the one month of October,

1852 MILES

ON · A · NEW · MAIL · SAFETY.

Mr. Beers' record to date for this season,

8032 Miles on a New Mail Safety.

Murphy also made his 12,000 miles for two years' riding on a NEW MAIL ORDINARY.

The New Mail is built for a Roadster, and for Coasting has been always at the Front.

We are now ready to arrange Agencies for 1890.

Three New Mail Safeties, 2d hand, at $85 each.

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 29 NOVEMBER, 1889.

THANKSGIVING throws us behind one day this week; though we close our forms on Wednesday, as usual, the presses do not get in their work until Friday morning. We wish all a very happy Thanksgiving.

UNAVOIDABLY some articles and correspondence have been crowded out this week, notably a letter from Mr. Ducker on the racing question, which will have space next week.

SINCE writing our last editorial on the political condition of things, Mr. C. S. Luscomb, the present worthy incumbent of the Presidential chair, has come out, and through the medium of his friends has announced his intention to stand as a candidate. Mr. Luscomb has justly many friends in the East and the West, and the fact that he has consented to stand as a candidate will insure a brisk and vigorous campaign. The personnel of the rest of the ticket has not yet been announced.

As a matter of interest to our readers as to why we do not espouse the cause of some one candidate, we would desire now to say that it is not in the province of the WORLD, as the League organ, to meddle in politics, we are not the representatives of a section or a faction, but a neutral and news giving medium.

From time to time, as opportunity offers, and so far as our information seems reliable, we shall give our views as to the possibilities, as a matter of news.

It is now too soon to get at the result of Mr. Luscomb's attitude in the coming campaign, and as to how much he will draw away from Mr. Dunn's strength will develop later on. Mr. Luscomb's claims for re-election will be based on his record, and on this foundation he will achieve victory or stand defeat.

The campaign is new yet, and the chances are that while the contest will be a warm one we hope most sincerely that acrimony will not be a feature.

The columns of the WORLD are open to all who desire to express their views on the several candidates, so long as such views are devoid of objectionable personalities.

Nom de plumes may be used, but the real name must accompany the communication as an evidence of good faith.

We thus define our position in the coming campaign, and it will be our aim to be impartial and fair. In case a statement is made in reference to *any* of the candidates which the *recorded facts* do not justify it will be our pleasant duty to correct same. Beyond this we do not editorially enter into the merits of the several candidates at all.

WE are pleased to give three pages' space this week to the splendid speech made by Col. Pope, on the subject of Roads Improvement, before the citizens of Syracuse, on invitation.

It is one of the ablest speeches on the subject ever made, and reflects great credit on the speaker.

It is good missionary work this, and all cyclers and well wishers of the Roads Improvements movement will thank the Colonel for his activity in this direction.

We do earnestly commend the article to the careful perusal of all our readers.

WHEN will our readers awake to a realizing sense of the fact that we do not publish anonymous contributions? There is scarcely a week passes without our having to put in the w. p. b. one or more of these anonymous nuisances.

WE are advised officially that Mr. A. Mott, of Baltimore, will not be a candidate for the Presidency of the League. *En passant*, the editor of this paper desires to state that he knows personally that Mr. Mott himself was anything but anxious to allow his name to be used in this connection, and furthermore the editor of this paper has never lost an opportunity to thus fairly state the true position of Mr. Mott, as being one in which he was urged by his friends to stand as a candidate. We take pleasure in making this personal explanation, as we hear that Mr. Mott has been accused of being "an office hunter," a statement which is not true.

THE novel idea of offering cash prizes to the road builders in the vicinity of Birmingham, England, as alluded to in a former issue, has been emulated in a modified manner by the *Gazette*, of Fort Worth, Texas. A fund, now amounting to some $1800 (and still increasing), has been started, to be paid to the individual or corporation who or which first builds a *first-class road* from Fort Worth to the Tarrants County line.

GEORGE ALFRED TOWNSEND, in a lengthy letter to the Washington *Star*, takes the ground that the national government should build national roads. The civil and military necessities of the country call for fine trunk roads. He says: "If this government by any convulsion should disappear antiquarians would wonder if its inhabitants did not enter and leave it by tunnels or balloons, for they would see no vestiges of wagon roads."

RHODE ISLAND has taken hold of the highway improvement business in a thoroughly earnest manner. A memorial has been prepared, which sets forth the necessity for and the benefit of good roads, and points out specifically the defects in the highways of Rhode Island. It gives in detail what has been done for the improvement of roads in each of the towns of the State, and points to what could and should be done. It is a model document, and League officials who are at a loss to know what they can do for

good roads in their respective States, would do well to write for a copy of this memorial, to Mr. M. P. Bowen, Chairman of Committee on Improvement of Highways for Rhode Island. The memorial has been sent to all the State, city and town authorities, to the press and to many prominent citizens.

IN our issue of last week we published a communication, written by Charles E. Gates, in which the writer made the following assertion: "While Dunn was Chief Consul of the Ohio Division that Division ran behind in members." In justice to Mr. Dunn we desire to say that this statement is not supported by the official records. The records show a gain in membership rather than a loss. We trust that Mr. Gates did not make this statement without statistics to back it up, and if he will furnish us with his figures we will guarantee to correct them.

NOMINATIONS UP TO DATE.

For President,

CHARLES H. LUSCOMB,
JAMES R. DUNN.

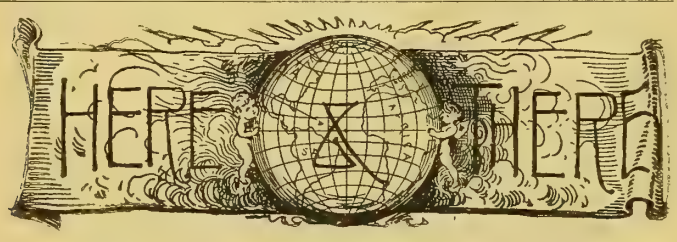
For First Vice President,

WILLIAM H. EMERY.

For Second Vice President,

GEO. S. ATWATER.

[The above only includes those candidates who have themselves consented to run.—ED.]



ST. LOUIS.

"LINNEUS."

THE tire ordinance, which goes into effect on January 1, is getting attention from the carriage makers, and it looks as if they will oppose it until a test case is made to decide its constitutionality. The character of the the vehicles used upon the roads has a great influence upon its endurance to the beat of the wheels. With the same burden a two-wheeled cart does far more damage to the road than one with four wheels, and this because of the suddenness in the motion of the wheels, and their irregular, twisting movement in the track way. The greatest defect of our American carriages is that for a given weight of carriage and burden the tires of the wheels are extremely narrow. It is true that on ill-conditioned and muddy roads a narrow wheel tread is advantageous, for the reason that the thick mud has a less extended hold when it wraps around the felloes and spokes; but with this arrangement the interests of the roadway are sacrificed to the convenience of the individual who drives upon it. These narrow wheels, with tires often not more than an inch in width, cut like knives into the road bed, and so deepen the ruts. If we could require that no vehicle in the country should have a tire not less than an inch and a half in width, and that all springless carriages have tires at least two inches in width, increasing in width with the burden, we would secure our ways against a considerable part of the evils from which they suffer today.

THE Missouris' gymnasium classes are again booming, and under the careful management of Captain Hildebrand the attendance is steadily growing. Mondays and Thursdays are class nights for the winter. By the way, a special meeting of this club has been called for next Tuesday, to vote on the adoption of an amendment to the constitution, changing the deciding vote for alterations to the constitution and by-laws from a simple majority to a two-thirds vote of the members present. This, it is hoped, will effectually block the plans of the associates to make a social club out of the organization.

NEVER has retribution struck a cycle thief so swiftly and surely as that which struck a young individual, by name of Ed Klosterman, last week. The young man hired a wheel at Stone's, and immediately tried to dispose of it at several of the agencies. He was induced to leave it with Richard Hurck, until an investigation as to his ownership could be made, to which he consented, and was to call at 6 P. M. for a reply. Promptly at that hour the patrol wagon appeared at Hurck's place, the young man was identified as having taken the wheel, and twenty-four hours afterwards was transferred to the House of Refuge.

JACKSON COUNTY, which contains the Western cycling stronghold of Missouri, Kansas City, is to have at least fifty miles of new macadam roads, to be constructed in the spring.

AFTER two postponements the Cycling Club at last succeeded in giving its inaugural hare and hounds chase, at Forest Park, last Sunday, and a big success it was. Promptly at 10 o'clock the hares, E. N. Sanders and A. L. Jordan, were given the word, and started over a route leading through West, Cabanne place, Olive street road, Clayton, Clayton road and Forest Park boulevard. The hounds were started in detachments, at from three to eight minutes after the hares, and were soon on their track. The high wind which prevailed, however, scattered the paper, and at one place the trail was lost entirely, delaying the pack for fully twenty minutes. On this account the hares got a big start, and were never headed, reaching home at 11.10 A. M., having covered the sixteen miles of cross country riding in just 1 hour 10 minutes. Ten minutes afterwards the first hound, Bob Laing, put in an appearance, and was soon followed by Harding and Ring, the scratch men. As the former had not followed the trail, however, second place was awarded to the latter. After the chase the participants were entertained at dinner at the home of George Tivy, where the female portion of the family, headed by Miss Minnie Tivy, set a feast before the hungry cyclers fit for a king, and it is unnecessary to state was done full justice. In honor of the successful termination of the affair all of the participants are invited to a smoker at Wilder and Laing's to-night.

MY good friend "Stroller," it seems, is trying his best to arrange a match between Winship and Myers, and for my part I hope he will succeed in getting them together. Too much ink has already been wasted over the affair.

WITH the coming meeting of the Racing Board at Chicago hinges the question of Western championships, and in anticipation of favorable action on this matter, is it not about time to begin the formation of a Western racing circuit, to hold these meetings? The cities I would like to see in the circuit are St. Louis, Chicago, Kansas City, Omaha, Peoria, Denver, St. Paul, Detroit, Quincy and Cincinnati. All the places named have race tracks, and have had previous experiences in holding race meetings.

NEW YORK.

"HAWKSHAW."

MY thanks are due to your Grand Rapids correspondent, for the information that "our 'Hawkshaw'" is a "hustler." I am glad to hear this, but if he wants me to believe it, let him hustle round and show originality in securing a *nom de plume* to use when writing on wheeling matters, and not make use of mine. If the gentleman can show that he first used the title of "Hawkshaw," I will gladly relinquish the use of same to him, and will not further compete against so famous a "hustler" as I am informed he is.

IF poor "Jack" had left no other impress upon the cycling world than the one he made upon the advertising pages of the American wheel press, he would not have labored in vain, or have been soon forgotten. It was "Jack" who marked his advent into the ranks of the manufacturers by a complete change of the methods of advertising their wares, and introduced a system of original notices that attracted, amused, and often instructed, the readers of wheel papers. Advertisements at once took the form of ever changing essays upon things in general, and the maker's wheel in particular. From the time that wheeling first came before the public in America, manufacturers had all followed in one beaten rut. When they sought to call the attention of the reader and rider to the advantages of their particular make of wheel, they simply out-circused a circus. In other words, they filled whole pages of the wheel papers with long and tiresome statements of the perfections of their wheels, and of the victories that they had won, and always managed to convey the idea that it was their wheels, not the riders of them, that made records. Many an innocent and unsuspecting beginner has been induced to purchase a machine from no other reason than that the reading of these advertisements had convinced him that once he owned such a wheel he and record would become intimate acquaintances. Now thanks to the efforts of poor old "Jack" all of this is changed, and the advertising pages of the cycling press contains original and bright statements from the pens of able wheel

writers, which are read and enjoyed by the wheelmen, to his own and to the manufacturer's profit. This laying aside of the old system of advertisement is but one of the many evidences of the permanency and solid foundation of wheeling. Wheel manufacturers are to-day as well recognized a business interest as the carriage builders, and wheelmen as permanent an institution as the users of any other vehicle.

When, in days gone by, we cycling scribes used to find ourselves in need of copy, we were wont to pick out the name of some man famous in the world at large, and then by attaching thereto the statement that he was a wheelman, turn loose upon a confiding public a brand new item of wheel news. Now all of this is changed. It is no longer an item of interest to learn that even the greatest of men are wheelmen, in fact it is fast getting to be an opinion among ourselves, that no man or woman can be truly great who does not indulge in cycling, and, as a consequence, we wheel writers will soon begin to meet this popular idea of the affair by reversing our former tactics. We will henceforth take the names of famous personages, and tack on to them the statement that they are famous, because they do *not* cycle, and forthwith the world will wonder how it can be possible that such a thing can be. I don't know as I ought to give away such a good snap, just at the time, too, when winter makes it hardest to get enough to fill up one's regular weekly budget, but as a faithful chronicler of the cycling world of the day, I suppose I must do my duty, even when by doing so I am the loser.

In the "exchange" column of one of our daily papers the following advertisements appeared side by side, the other day: "Top Carriage.—Two seats, good as new, for double tricycle." "Tandem tricycle, in good order, for a diamond stud or ring." Was there ever better examples of the convert, and the apostate, than is here presented? I think not. Take the first advertisement, and what does it present to the mind of the reader? Why simply that a young man, who, seeing the error of his ways, seeks to reform. Note well the fact that the carriage has *two* seats, and that a *double* tricycle is wanted. Does this not show that this convert comes not to the cause of cycling alone, but is accompanied by a friend, perhaps a fair one! Now to the other. Think of it, ye men of wheeldom! He is an individual who so lacks the spirit of a wheelmen, that he would barter his wheel for a bauble! Does not the cause gain by the loss of him, and the accession to its ranks of he, who forsakes the error of horses, for the pleasure of the wheel? I think so, and I believe you will agree with me.

GRAND RAPIDS, MICH.

"SEROM."

Ten of the local club men have organized themselves into a circle of their own, and are known as "the Corn Cob Ten." This is the result of a ride which these ten took on the night of the 13th inst. During the day one of the members of the club telephoned around to the boys that he had a keg of sweet cider at the West End plaster mills, and invited them to help drink it up. Only ten showed up at the club rooms in the evening, and they started. They had only gone about a block when it began to pour. The road to the mills lay between two big hills, and the night was dark, and this fact together with the rain did not make them feel very comfortable. They were desperate, however, and rode like demons over the roughest road around here. Arriving at their destination, and after groping around with three bicycle lanterns (the only ones in the crowd), the barn was opened, and the wet and muddy lot of cyclers proceeded to down the cider, which operation was performed in short order. Before starting back each placed a corn cob in his hat, and it was agreed that these ten should hereafter be known as "the Corn Cob Ten." It was a merry ride, but all got through without a mishap and had a great time.

A smoker was given the evening of the 20th, by "the Ten," and a very enjoyable time was spent story telling, drinking cider and smoking.

Captain Hain went to Chicago the 21st, to purchase tools and make arrangements for material to be used in making his new safety. He has $5000 subscribed for stock, and will early sell ten or fifteen thousand dollars worth more. Mr. Hain is a young man, but has an old head on him for inventions and mechanical skill.

Ex-Secretary-Treasurer Beal, of Ann Arbor, is a candidate for Postmaster at that place.

A jolly crowd is found in the rooms every evening, playing billiards and cards. The Corn Cob Ten will help liven up things in the club. They intend to introduce some novel entertainments during the winter months (if they ever arrive—no snow yet, November 22d.).

BRIDGEPORT, CONN.

"NOSTAW."

The decision of Judge Perry, of the Common Pleas Court, in the case of Harry Elliott, the bicyclist, vs. John Herron, the expressman, was a great surprise to the local wheelmen. Last summer Elliott, while crossing on the right hand side of the lower or Fairfield avenue bridge, was run down by Herron, the expressman, who was on the wrong side of the road. Elliott's machine was badly damaged and he received several bodily injuries. In the justice court, Elliott was awarded judgment, but counsel for the defendant appealed and on one or two technical grounds the decision of the lower court was reversed. E. S. Sumner, Elliott's attorney, who is an enthusiastic wheelmen, is especially disappointed at the decision, as he thought all along he had a sure case. Now, however, Elliott will have to pay the entire costs.

Twenty members of the Rambling Wheelmen and twelve members of the Bridgeport Wheel Club participated in the grand smoker of the New Haven Bi. Club, last Thursday evening. The new club house of the New Haven boys is indeed a model of neatness and comfort, and is beyond a doubt the finest in the State. The hospitality shown by them to the visiting wheelmen is also deserving of the highest praise. If the weather had been at all pleasant the delegation from this city would have numbered about one hundred.

Henry Lebing, a member of the Bridgeports, while dismounting from his bicycle the other day, turned his right leg in such a manner that he burst a blood vessel. The injury will incapacitate him for riding for the remainder of the season.

The Rambling Wheelmen will hold a select sociable in Bostwick Hall, West End, on New Year's Eve.

HARRISBURG, PA.

"CYC."

Our first "Ladies' Night" for the season is now a thing of the past, and as all its pleasurable anticipations were realized, the memory of it cannot be stamped out, and I doubt if it can be excelled by others, simply because it was our first, and all made an effort to have the first excel others that follow. Misses Chayne and Reese received, and the committee in charge received credit for the elaborate programme, having the assistance of the best musical talent in the city. At the opening, the President, Charles P. Lusk, with his usual words of good cheer, made all welcome, and then followed a piano solo by J. C. Duke; duett, Misses Baskin and Worley; recitation, "The Boys," Miss Vollmer; flute solo, Miss "Annie Laurie" Horting; vocal solo, Miss Kerper; German duett, Misses Hahn; closing with the "wheel club song," composed by "H. B. G.," and dedicated to the ladies. The latter was a surprise to the fair sex, and was hugely enjoyed. After refreshments were served, dancing was indulged in until a late hour.

I was amused at a postal card that C. A. Shammo received from Oves and Rohrer, who started on a wheeling tour about the time the bad weather began. It seems that they were determined to make Liverpool (Pa., not Eng.) and being caught at Dauphin for some days, their hopes were blighted, and they shipped wheels and started to "walk it." We learn that they stood on the banks of the Susquehanna, gazing on its angry waters, contemplating a bath. Its tough, boys, but don't commit suicide.

It is hoped that all the members will interest themselves in the matter of securing the two rooms adjoining the present quarters. All could see that we were somewhat crowded on Wednesday. When the offer is made (which I understand will be in a day or two) let us accept and be more comfortable.

NEW ORLEANS.

"NOKOMIS."

Mr. R. G. Betts, honorary Captain of the Louisiana Cycling Club, at present a resident of the City of New York, has donated a very handsome bronze medal to the Louisianas to be raced for under the following conditions: That there shall be a race of fifty miles, winner of race to hold medal, until his time is beaten, which must be done in four months from race. Should the winner's time be beaten, he (the winner) will be allowed two months to equal or beat his opponent's time. As will be seen, the above conditions will keep the matter as to who will actually own the medal an unanswered question for six months. The conditions are new to the cycling world here, and the race will excite great interest. The race is set for December 8th.

Next Sunday the L. C. C. are booked for a run "down the river," on Algiers' side.

A PAVING boom has struck New Orleans. Gravel roads are being constructed all over the city, and there has been twenty miles of streets contracted for to be paved in this way.

RESOLUTIONS OF RESPECT.

AT the regular stated meeting of the South End Wheelmen, held November 18, 1889, the following preamble and resolutions were unanimously adopted:

Whereas, It has pleased the Divine Providence to remove from our midst our esteemed friend and fellow wheelman, George N. Strong, and

Whereas, It is but just that a fitting recognition of his sterling qualities should be had; therefore, be it

Resolved, That the profound sympathy of this club be tendered his family in their affiiction; also be it

Resolved, That we condole with and extend to the Camden Wheelmen our sincere commiseration in the loss of a member whose utmost endeavors were exerted in its welfare.

(Signed) JOHN J. BRADLEY,
SAMUEL JACKSON, JR.,
J. R. LINCOLN-EDWARDS,
Chairman.

EXTRACT FROM ANNUAL REPORT FOR 1889 OF CHIEF OF ENGINEERS, U. S. ARMY.

THE following excerpt may be of interest to those who are desirous of having light thrown on the powers of Congress, in appropriating national money for the purpose of building national roads.

Lieut. Col. Peter C. Hains, Corps of Engineers, in charge.

Congress, by act approved February 23, 1889, authorized the Secretary of War to cause surveys to be made for *a national road*, from a point at or near the Virginia end of the Aqueduct Bridge to Mount Vernon, a report on the same to be made to Congress, together with an estimate of the cost of building such a road. Ten thousand doilars was appropriated to defray the expenses of the survey.

The work was assigned to the charge of Lieutenant Colonel Hains in March, 1889. That officer reports that the work on that section of country lying between the Aqueduct Bridge and Hunting Creek was about completed at the close of the fiscal year.

Amount appropriated by act of Feb. 23, 1889,		$10,000.00
July 1, 1889, amount expended during fiscal year, - - - - - - - -	$1,228.10	
July 1, 1889, outstanding liabilities, - -	1,298.44	
		2,526.54
July 1, 1889, balance available, - - -		$7,473.46

YONKERS (N. Y.) BICYCLE CLUB DINNER.

THE Yonkers Bicycle Club celebrated its tenth birthday last evening by a dinner at the Getty House in that village. Covers were laid for forty. Handsome menu cards, with happy references to cycling and suitable designs printed to represent the club colors, crimson and gold, were presented to the diners. The programme of set toasts included the following: "Bicycling," by President Robert A. Fones; "Our History," by Secretary Alexander R. Taylor; "The L. A. W.," by Consul Henry W. Pagan; "Yonkers Bicycle Club," by Capt. Charles B. Lockwood; "The Press," by Mr. Edwin R. Holden of the *Gazette;* "Our Riders," by Mr. J. Joseph Lawrence in an original poem. Vocal music was furnished by Mr. Harry Rawcliffe, tenor, and Mr. John B. Moffat, baritone. The Yonkers Bicycle Club is the second League club in this State, the New York Bicycle Club being the first.—*Sun.*

NEW YORK ROADS IMPROVEMENT ASSOCIATION.

W. S. BULL, Chief Consul of the New York State Division, was in New York City during the past week, conferring with a Committee of the New York State Roads Improvement Association, with the view of effecting a permanent organization of that body, which now includes some 20,000 members, residing in different sections of the State.

The preliminary work of the Roads Improvement Association has been done with much care and with great attention to detail, and Mr. Isaac B. Potter, of New York City, the Secretary of the Association, who has given much time and research to the subject of highway improvement, has practically completed a bill, for introduction into the Legislature of New York State at its next session, looking to a radical change in the highway laws. The Association is now in correspondence with prominent members of the Legislature, upon the subject of proposed legislation, and the prospect for an active movement in the direction of this needed reform, is highly encouraging.

NEWS AND COMMENT.

DURING the coming winter Milwaukee is to have the finest indoor bicycle track and bicycle riding school in the country. There is a great craze there at present among safety riders, both ladies and gentlemen, and the winter season has disgruntled many of these enthusiasts. In order to extend the cycling season during the cold weather, P. H. Sercombe, proprietor of the Milwaukee Bicycle Agency, has leased the Exposition Building for a term of four months. It will be kept open every day and evening. It will be used for giving instructions to those wishing to learn the wheelman's seductive art, and some first-class attractions will be secured in the way of trick riders, etc., and the whole enterprise will, without doubt, be a very successful one. The largest body of cyclers in Milwaukee was recently organized under the name of the "Social Cyclers." It consists of both ladies and gentlemen in about equal numbers, and Mr. Sercombe has presented them with the use of the ladies' reception room of the Exposition for their club headquarters. It looks as though the winter king was going to be baffled in Milwaukee this year in his attempt to cheat the cyclers of the fun.

E. W. HOPE, of 149 N. Travis street, Sherman, Texas, was the lucky man to draw the Victor safety bicycle, chanced off by J. B. Maxwell, of Middletown, Del., on Nov. 22, '89, in the Opera House at Middletown.

THE Lincolns held a very successful raffle at their club rooms, Saturday evening, Nov. 16th. A great crowd was in attendance to witness the drawing. No. 797 drew the first prize, a bicycle, donated by the Gormully & Jeffery Mfg. Co. The following prizes were also distributed: One handsome gold watch.—One fine music box.—One club badger.—One safety lantern.—One picture, "water color."—One violin outfit.—One piano stool.—Five shares B & L. stock.—Five shares B. & L. stock.—One book.—One box cigars.—One lock and chain.—One set banjo strings.—One race track.—One bull pup.—Two theatre tickets.—One game of ball.—One can of milk.—One can of cream. The winning numbers were 797, drawing first prize, 301, 931, 111, 910, 959, 164, 416, 277, 336, 537, 437, 713, 600, 318, 245, 252, 734, 719, 74.

Now, gentlemen, get warm, but don't get red hot.

THE place of meeting of officers in February has not yet been decided on. Some want it in New York, some in Chicago, some say Cincinnati, and some go as far as St. Louis.

TOM ROE did not "get there" on schedule time. Sore knee, sprained ankle, mud, snow, slush, etc., seemed too much for the Chicago *Herald* tourist. Next time we would suggest starting sometime in September.

WE had the pleasure of a flying visit from Mr. A. J. Marrett, who is in this country in the interests of Messrs. J. K. Starley & Co., of Coventry, Eng. Mr. Marrett sails for England, to-morrow, Saturday. As to Mr. Marrett's mission, we refer to same more fully in another portion of the paper.

MR. STRAWBRIDGE, in the Philadelphia *Ledger*, says that they lay the wooden block pavements in the cities of London and Paris on eight inches of concrete.

SINCE Luscomb has "declared," the campaign promises to be devoid of frigid commonplace.

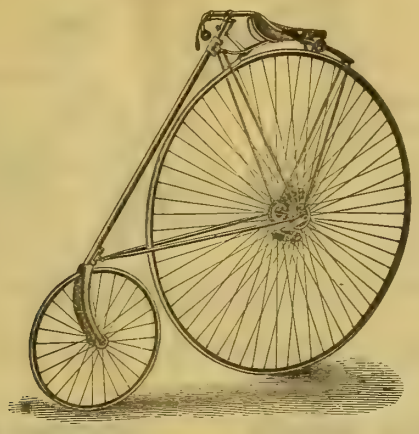
MR. MOTT will probably not be forgotten, and we expect to see his name on the list of nominations.

MEMBERS of the New Haven (Conn.) Bi. Club have organized a polo team. This team would like to meet similar teams made up of wheelmen. Write for dates to the New Haven Bicycle Club. This team is particularly anxious to cross sticks with the Meriden Club, and get revenge (?) for the defeat the New Havens received this fall, at the hands of the Meridens, in base ball. They would also like to have a go at the Bridgeports.

DAVID J. POST, Chief Consul of Connecticut, is a hustler with a big "H." The membership under his administration is the largest ever attained in that Division.

GEO. R. BIDWELL, of New York, was in Boston this week. He showed us plans and drawings for his big building in New York, which opened our eyes wide with astonishment at the magnitude and completeness of the edifice. It is now built up to the second story. We shall "enlarge" on this subject at an early date.

THE bowling craze is now convulsing the winter-bound cyclists of New Jersey and New York, and it seems to be the chief sport in-



The "Lancaster Pike" Record is now held on the "Eagle."

Van Wagoner, on his roadster "Eagle," covered the distance from Paoli to 52d Street, 15 1-2 miles, in 47 min. 41 4-5 sec., beating the best previous record by 29 2-5 sec.

NEWPORT, R. I.

Nov. 6th.

Won by Arthur Cummings on an "Eagle." Four and one-half mile road race. Time, 18 min. 12 2-5 sec. Five starters.

THE EAGLE FOR 1890.

In answer to the numerous inquiries we are daily receiving, and for the benefit of those who wish to purchase Eagle machines, we take this opportunity of making the following statement:

All improvements which are likely to be put on Eagle Bicycles for 1890 are now in readiness, and we are now making up machines as fast as possible for the spring trade.

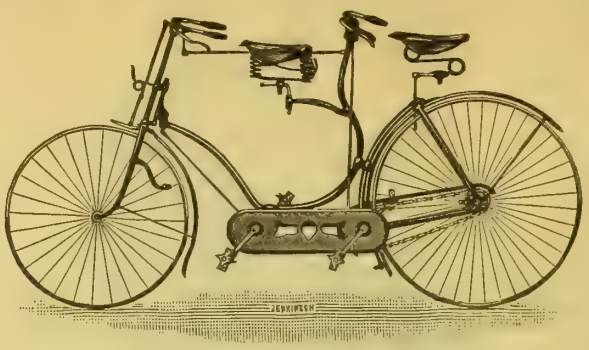
We do not intend to build a tangent spoke and hollow rim wheel. For a road wheel we consider the direct spoke much preferable to the tangent, for the reasons which we state in our catalogue. It has more elasticity and will stand more hard use than the tangent spoke. It is more expensive to make, but we use it in the Eagle as the best possible construction for a wheel that is ridden over rougher roads and subjected to harder usage than any other bicycle.

The Eagle, as at present constructed, has now been thoroughly tested by this season's use. It has far surpassed the expectations of its designer, and in the hands of hundreds of riders and on every kind of road, it has proved its superiority over all its rivals. It is perfect and complete in all its details, combining perfect safety with ease of running, speed, strength and graceful appearance.

Illustrated Catalogue Free.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.



SWIFT TANDEM SAFETY.

BEST YET.

THE COVENTRY MACHINISTS' CO., Limited,

239 COLUMBUS AVE., - - BOSTON.

A WORK OF ART

IS THE 18X23

PHOTO-GRAVURE

WE HAVE RECENTLY ISSUED.

It contains correct portraits of Prince, Whittaker, Dingley, Eck, Munger, Knapp and Crocker, excellently executed, and forms, withal, a worthy decoration to a Cyclist's Home.

We shall take pleasure in mailing it, postage paid and securely packed, for 20 cents.

Regularly organized Clubs supplied with a framed copy Free, we, however, do not pay express charges on same.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.

N. B. We are always glad to mail our 80-page Catalogue.

dulged in. We are informed that on Tuesday evening, December 3d, a very interesting match game will be played by teams from the Atalanta and Kings County Wheelmen, on the latter's alleys.

THE Maryland Bi. Club, of Baltimore, will holds its annual election December 14th.

WITH Albert Mott out of the race, and with Dunn and Luscomb in the field, and with a certain large number of votes "uncertain," we expect to see some very lively times between now and February.

OUR New Haven, Conn., correspondent says "there is room for a good live wheel agency and repair shop in our city."

SECRETARY-TREASURER GEO. C. PENNELL, of Elizabeth, N. J., requests information concerning the following named clubs: Morris Wanderers, of Morristown; Æolus Bi. Club, of Paterson; Hackensack Bi. Club, Millville Bi. Club, Woodstown Bi. Club, and Moorestown Bi. Club. Anyone knowing anything about any of the above named clubs will confer a favor by communicating with him.

THE New Haven men look on Mr. Bull's scheme of running the National Championships as being the correct method of handling the matter.

FRANCIS WILSON is doing immense business with the Oolah in Boston. This comic opera will delight Bostonians for a season of six weeks.

THE Yonkers (N. Y.) Bi. Club celebrated its tenth anniversary November 19. Elliott Mason, of New York, the founder of the club, was present at the dinner. The club has moved into new quarters and is in a flourishing condition.

THE Knickerbocker Cycling Club of Syracuse, N. Y., held its first banquet on Wednesday evening last. President Wilson of the Syracuse Cycling Club was invited.

THURSDAY evening, November 21, the New Haven (Ct.) Bicycle Club opened its new club house at 173 Olive street by giving a smoker. Notwithstanding the rain, about 200 members and guests were present. The guests came from Hartford, Waterbury, Bridgeport, Meriden, Danbury and other cities. The house was handsomely decorated, and Bradley catered. The programme of entertainment was excellent. The club punch bowl was well patronized though not "too well."

THE Syracuse Cycling Club minstrels, assisted by local talent will give two presentations at the Weiting Opera House in the middle of next month. The boxes for the first night are all engaged and many tickets have been sold.

OUR Syracuse correspondent writes us the following reasons why fervent thanks were given November 28 by Howard Avery, because he has a new song in the minstrels: Ted Hopkins, that it was a holiday; Fred Brigham, that he wasn't killed on James street; "Billy" Gere, that he can rest from tennis; George Harris, that according to *agreement* he may have to buy a lady's bicycle; "Art" Benjamin, that it is turkey day; George H. Lloyd, to get away from Cortland; Horace Doxee, for a vacation from the type writer.

SOME time ago a syndicate composed of several of the members of the Plainfield, N. J., Bicycle Club purchased a handsome combination billiard and pool table. This syndicate has since not only been fully reimbursed for its outlay, from the earnings of the table, but has presented the table together with a balance of over ninety dollars to the club. This result is due in a great measure to the untiring efforts of Mr. T. S. Burr, the treasurer of the syndicate. The example of this syndicate might be followed by members of other similar organizations, not only with pleasure to themselves but with profit to their club as well.

THE time is fast approaching for the opening of the mammoth fair to be held by the Hudson Connty Wheelmen, in their club house at 555 Communipaw avenue, Jersey City, which will, no doubt, be in keeping with all previous efforts of this sturdy organization, and prove successful in every respect. Don't forget the dates, December 17th to 21st.

THE New Haven Club got in twenty-two new members at their November meeting; they now number ninety-three, and after the December meeting the membership will reach 100 and over. They are the oldest and best housed wheel club in the State.

THE Victor Club, of Relay Station, Md., recently gave their second hop of the season at Mitchell's Hall, Relay. Ladies and gentlemen were in full evening dress. Among those present were: Miss Kepner, Miss Burns, Miss O'Neil, Miss Otto, Miss Smith, Miss Quandt, Messrs. Woodal, Riffle, John Coyle, Fred Scott, W. Turner, Clyde Kepner, L. Griffith, Harry Wattensheit, Feuss and R. Lewis of Baltimore.

ON Saturday evening, November 23d, the members of the Cincinnati Bi. Club were considerably surprised on entering the parlor of the club house to see an elegant upright piano which had been donated to the club by several of its members who were too modest to give their names. The club, we are told, is to be congratulated on this acquisition, as it will head off Mr. Buckles' intended scheme of forming an Ocarina Band.

IF snow hasn't set in the race between Brinker and Milley, of Buffalo, against Iven and Chamberlain, of Rochester, will have been run on Thanksgiving Day, in Buffalo.

THE Buffalo (N. Y.) Bicycle Club has added to the list an Athletic Committee, and over two hundred members and friends crowded its gymnasium last Saturday evening, to witness the sport in the ring. The entertainment was well worth the admission. Thomas A. Russell and D. H. Lewis, both club members, wrestled a catch-as-catch-can match two points down, best two in three falls. Mr. Lewis won two falls in one and one-half and two minutes respectively. Then followed a four-round match, between two local boxers, who were followed by Jack Hanly and Harry Walton, of Philadelphia. Then followed an exciting sixteen-round glove contest, between a Buffalo and Philadelphia light weight champion.

IN some section of Dakota the bicycle is unknown, and during a recent tour of a couple of Sioux City men through Southern Dakota, one old lady from La Belle France spoke of the tourists as "ze gentlemen on the buggy wheels."

DR. EMERY is talking of getting up a theatre party, to visit the "Oolah," during the engagement of that Opera Company in Boston.

HAVE you visited the Maritime Exhibition? It is without doubt one of the most instructive and interesting exhibitions ever held in Boston.

THE Buffalo, N. Y., Club gave the first of a series of five receptions to their lady friends last Wednesday evening. It was greatly enjoyed and the season was well managed.

Table Talk describes a cycling suit worn by a Chestnut Hill (Philadelphia) lady. It is made of dark green woolen cloth, the front laid in pleats, the back gathered full into the waistband. It falls just to the ankles. The feet are encased in thick-soled, flat-heeled, laced kid boots. The Norfolk-shaped jacket matches the skirt in material, and is confined with a stout leather belt. With this are worn a cap of dark-green cloth, with visor, and long, tan-colored mosquetaires. A novelty in the cycling skirt is to make the material upon a long foundation, bordered with the same. When mounted the skirt is let down its length, which covers the feet completely. By means of cords the skirt is reduced to its ordinary length when the rider wishes to walk.

OUR Sioux City (Iowa) correspondent thus spreads himself:

"Ah! Could we do with this world of ours,
As thou do'st with thy garden bowers,
Reject the weeds, and keep the flowers,
What a heaven on earth we'd make it."

Every time I think of Iowa's poor roads, and glorious climate, the above lines float through my mind. Could we but have the highways of Boston and vicinity in Sioux City's climate the height of wheeling perfection would be reached.

THE saying that "a prophet is without honor in his own country" does not hold good in the case of W. Van Wagoner. The papers in his section speak of him as the "Great Van Wagoner," and his admirers when they meet and mention his name, do so with bated breath and bared head. Van Wagoner owns little Rhody, pretty nearly.

THE West Ends of Rochester have completed arrangements for a big carnival to be held at the Washington Rink in that city December 3d. Fancy riding, racing and music will form part first of the programme; part second will be composed of dancing and a supper.

THE Hudson County (of Jersey City) Wheelmen's ladies' night, on Monday evening last, was a positive success. About two hundred and fifty persons attended the entertainment, which was an exceptionally good one. The programme incluced an address of welcome by Mayor Cleveland, of Jersey City, who is an honorary member of the club, which was given in the mayor's characteristic and witty manner. Vocal solos and othey musical selections were well executed; two scenes from the Hunchback was very pleasing, as was also the readings by Prof. Markham and presdigitation by Prof. Plate. The hit of the evening was Mr. Will Lyle, a member of the H. C. W., who did the "minstrel act" in first-class shape. His jokes were well appreciated and hits on the boys enjoyed. Dancing and refreshments followed.

THE Keystone Bi. Club of Pittsburgh, Pa., will probably build a club house next spring somewhere in the East End of that city.

CHIEF CONSUL EMERY has been invited to address the members of Dorchester, (Mass.) Bi. Club on Wednesday evening, Decomber 5th next.

"SENATOR" MORGAN is now in Portland, Or., with his aggregation.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

The "Senator" says he is going to boom cycling on the Pacific Coast and as the 'Senator" usually carries out his plans we expect to see the present boomlet become a full sized boom.

MANY cyclers, etc., have thought the Harlem Wheelmen of New York dead, but the facts are far from it. At their last meeting they elected twelve new members, making something like fifty-five now on the roll, and more to come. The club has been hibernating for a year or so, and has just recently woke up. We have every reason to expect some good work from this organization next season.

MR. DUCKER was always a man who gloried in records, and we think that the following statistics may establish his right to the record in the direction named: "Mr. and Mrs. Ducker have a family of ten children, nine of whom are bicyclists. Between them they possess seventeen wheels. The wheel-house connected with their Buffalo home is quite as essential as a barn to a family keeping horses.

THE Bement (Ill.) wheelmen have organized a big club at that place. It is expected that at early date it will apply for membership as a League club.

W. VAN WAGONER and the weather have had a falling out. The Rhode Island flyer went to Philadelphia in order to pocket a few of the road records before he ate his Thanksgiving turkey, but alas! old Prob was dead set against it, and was in alliance with the existing records. It rained, it "snew," and it blew to that extent that Van W. had to go home and leave the records untouched.

THE Topeka, Kas., wheelmen have organized a cycle club. Club rooms will at once be opened and made attractive.

THE Albany (N. Y.) Wheelmen are alive and active in preparations to afford indoor amusement to its members during the frost-bound months. The club will have the use of the Academy of Music once a week.

IN talking with a well-known bicycle dealer the other day, he remarked that he had been astounded at the size of orders placed for the season of 1890, by different dealers in different parts of the country. The indications are that a smashing busines will be done.

ST. LOUIS *Spectator* says: "They do say in Chicago that the mysterious 'Stroller' of the BI. WORLD is none other than W. H. Peters, an old time Rambler, later of the Ananias Club of Chicago."

CHIEF CONSUL HOLM, of Missouri, has written to President Luscomb, inviting him to hold the officers' meeting at St. Louis.

THE International Maritime Exhibition in Boston is now in full blast. The attendance is increasing, and the attractions are well worth a day's journey to see.

ROADS IMPROVEMENTS.

ADDRESS OF COL. POPE TO THE CITIZENS OF SYRACUSE, N. Y.

IT has already been my privilege to speak in your city, upon the benefit of good roads to an important branch of trade, the carriage industry; and the way in which the Carriage Builders' National Association has already taken hold of the queston, shows the extent to which they are beginning to appreciate the importance of the subject.

But there is a higher and broader view to take of the whole matter, and we may well consider the importance of good roads to us as Americans, as men of whatever social or business interests, as property owners, and finally, as citizens of our respective localities.

I think that everyone is prepared to grant the value of good roads to the country at large, since it is quite natural to anyone to think of various things that benefit mankind in general, even though he may not take the pains to come down to the particular way in which they affect him personally.

The influence of good roads toward the development, and increase in value, of the agricultural regions, will hardly be questioned.

The advantages of improvements are not confined to the proprietors, or to those living immediately upon any road, but are shared by all who avail themselves of the increased facilities.

Agriculture is both *directly* and *indirectly* dependent, in a great degree, upon good roads for its success and rewards.

Directly, as these roads carry the production of the fields to the market, and bring to them in return their bulky and weighty materials, at a cost of labor which grows less as the roads become better.

Indirectly, as the cities and towns whose dense population and manufacturing industry make them the best markets for farming produce, are enabled to grow and to extend themselves indefinitely, by roads alone, which supply the place of rivers; to the banks of which these great towns would otherwise be necessarily confined.

While, therefore, it might be an inexcusable waste of money to construct a costly road to connect two small towns which had little intercourse, it is equally wasteful, and is a much more frequent shortsightedness of economy, to leave unimproved, and almost in a state of nature, the communications between a great city, and the interior region from which its daily sustenance is drawn, and into which its own manufactures and merchandise are conveyed.

When your community was a small one, you could not afford to construct expensive roads, but now that you have grown into a large and prosperous city you cannot neglect to make good highways, leading into the country in every direction, without serious loss to the prosperity of the city.

Suburban people go to the cities, and they go to those cities, and those markets, that have the best roads leading to them.

The prosperity of any city depends largely upon the surrounding country, and the better the road facilities, the faster the country will grow in population, and the more business the city will have in supplying their wants.

Some of the advantages thus to be attained, have not long since been well summed up in a report of a Committee of the English House of Commons:

"By the improvement of our roads, every branch of our agricultural, commercial, and manufacturing industry would be materially benefitted.

Every article brought into market would be diminished in price; and the number of horses would be so much reduced, that, by these and other retrenchments, the expense of MILLIONS (pounds sterling) would be ANNUALLY saved to the public.

The expense of repairing roads, and the wear and tear of carriages and horses, would be essentially diminished; and thousands of acres, the produce of which is now wasted in feeding unnecessary horses, would be devoted to the production of food for man.

In short, the public and private advantages which would result from effecting that great object, the improvement of our highways and turnpikes are incalculable; though from their being spread over a wide surface, and available in various ways, such advantages will not be so apparent as those derived from other sources of improvement, of a more restricted and less general nature."

If the *country* is benefitted, it will be of great interest to us to consider the effect upon the *city*, the market place for all the country's production, the centre of trade, and the heart, as it were, of the great circulatory system about it, of which the roads are the arteries and veins, and the traffic and travel upon them the commercial life-blood, which must circulate through the centre to receive its proper direction and impetus for distribution.

Of this great system, the railroad, of course, is a mighty factor, and one which as a nation we have taken a greater pride in, and to which we have devoted our best energies and resources, to the neglect of our roads and highways, the natural feeders of the railway; but now that our railway mileage is nearly as great as the whole of the rest of the world, we can better afford to turn our national attention to the importance of the highways themselves.

And while it is always a matter of pride and pleasure to us to study our railway systems, and the completeness with which they are bringing every portion of our country into close communion with one another, it is certainly of great importance to us as business men and citizens, and more to our purpose to-day, to study the growing needs of putting our roads in such order as to enable them to fulfil their part, and their functions, the effect they can and do exert upon the commercial welfare of the respective localities they feed, upon your business and mine, our convenience and comfort, our health, and value of our property; and we should not stop in this work until we have as good a system of highways, and city streets, all over our country as we now have of railroads.

The objects of good roads are rapidity, safety, and economy of carriage; they must, therefore, be so located, and so constructed, as to permit transportation from one place to another in the least possible time, with the least possible labor, and with the least possible expense.

Now, while we cannot hope to reach, in this generation, at least, the high ideal of Milton's "broad and ample road, whose dust is gold and pavement stars," and, as a matter of fact, would probably find it an expensive structure, yet it is quite within the range of our possibilities to provide ourselves with highways of very much more practical value, and at less cost than the Miltonian plan would involve. This matter expense, is one of the greatest importance to us as tax payers—and right here we come upon probably the great-

est stumbling-block that has put itself in the way of the attainment of our present aim—false ideas of economy always have, and undoubtedly, to some extent, always *will*, stand in the way of realizing that *the best is the cheapest.*

This is as true of roads as of anything else in the world, and it would be well indeed for us, if the whole American public could have the benefit of such a course of instruction in financial science, and political economy, as should enable them to appreciate that one dollar well spent, is many times more effective than one-half the amount injudiciously put out, in the hopeless effort to reach sufficiently good results, which may look as well for the time, no matter how soon it may have to be done over again.

It is always economy to spend enough to begin with to secure the best results, and it always costs less in the long run.

A good road should cost more to build, than a poor one, but it is often the case that a poor road costs as much as a good one would. But even when a good one is more expensive, it will be easier and cheaper to keep in good repair, and will last many years longer; while its advantages, and the saving to those who daily use it, will very much more than compensate them for the extra expense they have been put to in the building.

As an expert on the subject has put it:

"It is plain that if by keeping roads in good order, four horses are enabled to do the work of five, or three of four (by no means an unreasonable supposition), the economy of horse labor, and wear and tear of vehicles and harness must be considerable, but economy in the actual cost of maintenance generally follows as well.

Experience proves that a road with sufficient strength, good surface, and thorough drainage, can be kept in first-rate order with a much smaller quantity of materials, than an inferior, ill-kept road requires; and though a greater amount of manual labor may be necessary, a good road, on the whole, is generally more cheaply maintained than a bad one, especially when there is any considerable amount of traffic.

It is certain that a large proportion of the heavy expenditure upon roads might be used to much greater advantage, with more skill and system on the part of those concerned in their construction and maintenance; and the indirect saving in the cost of traction, and wear and tear of vehicles and horses, which would result from better roads, would probably far exceed any direct saving in expenditure on the roads, considerable as the latter might be."

Mr. Edwin Chadwick, speaking on this subject, at the Institution of Civil Engineers, remarked:

"In the present condition of the country, it is of vast importance to reduce the cost of transit to the uttermost. If by the improvement of the rural roads, four horses could be enabled to do the work of five, the saving of the country in agricultural horses would not be less than seven millions a year.

If the city traffic be taken into consideration, we believe the cost of transit to be saved by improvement in roads, would not be less than from seventeen to twenty millions a year.

A correspondent of the Springfield *Republican*, writing from England, and drawing a comparison between the splendid roads of that country, and the average American highway, very much to the disadvantage of the latter, has said:—

"The point which I wish to impress upon my American reader is simply this: that the English horse, employed in the streets of the city or on the roads of the country, does twice as much work as the American horse similarly employed in America. This is the patent, undeniable fact. No man can fail to see it who has his eyes about him. *How* does he do it? *Why* does he do it? These are the most important questions to an American. Is the English horse better than the American horse? Not at all. Is he overworked? I have seen no evidence that he is. I have seen but one lame horse in London. The simple explanation is, that the Englishman has invested in perfect and permanent roads what the American expends in perishable horses, that require to be fed.

We are using to-day in the little town of Springfield just twice as many horses as would be necessary to do its business, if the roads all over the town were as good as Main street is from Ferry to Central. We are supporting hundreds of horses to drag loads through holes that ought to be filled, over sand that should be hardened, through mud that ought not to be permitted to exist.

We have the misery of bad roads, and are actually, or practically, called upon to pay a premium for them. It would be undeniably cheaper to have good roads than poor ones. It is so here. A road well built is easily kept in repair.

A mile of good macadamized road is more easily supported than a poor horse."

Such, too, is the experience of all of us who have travelled much in the principal countries of Europe, and have seen the difference between their roads and ours.

Prof. Jenks says:

"On Illinois roads a full load for a two-horse team can be carried for three months of the year, two-thirds of a load for three months, and half a load for six.

Every man who reads this, can stop and think how much of the year any country road with which he is familiar, is hard enough to wheel over it the full load which two horses can pull over a smooth, hard roadway, on which the wheels cut no ruts.

If the average road is not as low as in Illinois, it will come near it. The Illinois roads cost $15,346,000 in extra hauling, and reduce the value of farms at a distance from railway depots by $160,000,000. If Illinois spent $250,000,000 on good roads the total interest on this sum would still leave enough of the sum now spent on hauling to build a new State capitol every year, to say nothing of the nervous wear and tear, and the prismatic profanity induced by country roads when the frost is coming out. Good roads would save the State its State taxes every year, and the labor misdirected and wasted on roads now, would go far toward making good highways."

Good roads are then unquestionably cheaper to maintain and to use than poor ones.

It is safe to say that a perfect road once laid down will cost far less to keep in repair from year to year, and at the end of twenty years will have required a far smaller total expenditure than a poorer road costing half as much and improperly made.

A properly built highway, constructed upon any one of the systems accepted as the best for their various purposes and locations, must necessarily be made with a solid and firm foundation, effectually separating the surface from the soil below.

It should be thoroughly drained, and provided with water-courses at the side, and a hard and compact surface, as smooth as the nature of its composition will admit of, and free from mud, dust, and loose stones.

To reach this degree of perfection, the best obtainable materials must be used. It requires good labor, ample time in construction, and above all, the science and skill of a professional engineer, whose business is road making.

Certain kinds of road are accepted as the best under certain conditions. For the couutry, it is essential to make use of such material as nature furnishes for each locality, but more attention should be paid than generally is, to the first principles laid down by such road builders as Macadam and Telford; so far, certainly, as they provide fort horough drainage, and for homogenous, even surfaces of the best materials within reach, and then for systematic care and repair.

In no case is the old adage more appropriate, "a stitch in time saves nine," than in the proper maintenance of roads.

Country roads need be no wider than is absolutely necessary for the accomodation of the traffic and travel that will come upon them. In many places a road wide enough for a single team, is all that is necessary, with suitable turnouts, for it is unwise and expensive to attempt to maintain a country roadway wider than the requirements of the community demand. The sides can be grassed down making the road more agreeable to the eye, and a source of comfort in the greater freedom from dust.

For suburban roads, nothing can be better than what is known as the Macadam system, with firm and well-drained foundations, six or eight inches of good crushed stone, as near as possible to uniform size, from one to two inches in diameter, very compactly pressed down by a steam roller, and with a thin crust of fine gravel on top.

For the best and highest fulfilment of the purposes of the city street, it is essential that we should have, first, sufficiently ample breadth not only to more than accomodate all the traffic that may come upon it, but to afford a good amount of breathing space, with room for shade trees, as health is to be considered as well as convenience and at the same time, to contribute to the city an air of spacious comfort and dignified distances, which shall for all time remove from it the crowded appearance of too many of our cities and towns.

A broad and well-shaded street contributes more than some of us realize to the attractiveness and health of a city. What can be more beautiful than such avenues as Euclid of Cleveland, Woodward of Detroit, Delaware of Buffalo, in their best portions, the splendid and constantly improving streets of our national capital, and Commonwealth avenue and Beacon street in my own city; affording, as they do, a most appropriate setting for the finest results of the architect's skill, each example of which leads on to greater and better efforts in a spirit of rivalry which is the healthiest sign of a city's vigorous prosperity and growth.

The width of a good street is, however, but a primary element in its make-up. Taking for granted that the first principles of civil engineering have been applied, to the extent of securing proper grades, we come to the feature of the most important interest to us, and the most neglected one, that of street surfaces.

While the Macadam system is durable, and by all means the most comfortable and satisfactory, for its cost, for streets immediately

outlying the city proper, and for those used principally for pleasure driving; in the central business portions, where more active traffic is to be provided for, where commerce plants her heavy foot, and the wear and tear are considerable, there are no better or more appropriate pavements than *granite block*, or perhaps the best grades of *fire brick*, where the streets have the roughest usage, or are more liable to disturbances by those dreaded nuisances, the street gangs of the water and sewer department. And between the suburbs and the business part of the city where the traffic is the heaviest, asphalt pavement will be found to be very desirable and probably the best.

Time does not serve here to speak in detail of the respective advantages of these systems in the matter of cost, durability of use, and effect on business, on property values, and on the health and comfort of the citizens, but it certainly is worth while to suggest that we should take the last points into consideration, to a far greater extent than is our usual custom.

In the matter of cleanliness and comfortable use, the smoother the surface the better, and for your city I believe asphalt should be used wherever practicable. Its noiselessness is a desirable feature, and its more general use in our city streets will have a very beneficial effect on the nerves, and, in consequence, the general health of our business and professional men, and all who have occasion to endure the incessant noise of the busy street.

I wish to say right here, however, that I have no interest whatever in any special pavement; my desire is to see the streets and highways of my country, equal to the best in the old world.

As a result of elaborate experiments, made to ascertain the relative resistance or friction of different pavements, it has been established that while 200 pounds force is required to draw one ton over an ordinary dirt road, 100 pounds will do the same work on Macadam, thirty-three on best granite blocks, and fifteen on asphalt.

As a practical instance of this, it is estimated that in the city of New York there are 12,000 trucks, carrying an average load of 1 1-2 tons for 12 miles on each of 300 days in the year, at an average daily cost of $4 for each truck.

The result is about 65,000,000 tons transported one mile in every year, at a total cost of $14,400,000, or at the rate of over 22 cents per ton-mile. The excessive nature of this charge is seen, when it is remembered that the same goods are now carried by rail at 6-10 of one cent per mile. On asphalt or wood pavements, the same horses could transport a load three times as heavy as on the present rough stone pavements. If the saving in transportation is proportional to the load carried, it would amount to nearly $10,000,000 per annum. It is safe to say that at least one-half of this amount would be saved by substituting smooth pavements for those now in use in New York; and in any city where the pavements are on the average poorer and rougher than those of New York, it is clear that the proportionate saving by the introduction of the best street surfaces will be even greater.

Gentlemen, are not these startling facts? Should we not stop and ponder on them, and find time to give them that proper consideration that we as business men should?

The obstacles which have stood in the way of securing the streets we should have, are too numerous and varied to admit of full discussion.

It is sufficient for our purpose to admit that on the average our roads and streets are bad; far below those in other countries in the world, approaching us in wealth, intelligence and commercial activity, and that reasons for this are not hard to find; but one great drawback has been our lack of disposition to educate ourselves upon what a good road is, and how to get it, and not offering sufficient inducements to bring out any considerable number of thoroughly equipped road makers.

Then, like all other public works, road building is, and, I fear may always be, too much dependent upon politics. * * *

The great aim now before us is to make it all the time better worth the while of active business men to concern themselves in the public welfare, whether they take public office, or devote some of their attention, as we are to-day, to such matters as are vitally interesting to you and me. * * *

It is difficult to believe that a town of the wealth, of the intelligence, the commercial activity, and of the conspicuous general standing of this central city (Syracuse) of the richest and most populous State of the Union, has been, and is, so blind to her best interests as a city, so inconsiderate of her own health, convenience and comfort, so careless of what her tax list will have to amount to in the many to-morrows, if by false economies she is doing herself a present injustice. * * *

I find your business streets generally so paved that their use must often be an aggravation rather than a gratification, and that it must entail an expense upon you in wear and tear of vehicles and horses, and in the necessary extra teams, that will exceed many times your proportion of a tax for first-class pavements.

If an effort is made to keep them decently clean at all seasons of the year, this must be accomplished at a cost which alone put into the right kind of pavements at the right times, would have given you streets which would almost keep themselves clean.

I wish you could go with me to the city of Providence; many of you have been there, and have seen the magnificent pavement of Westminster street.

It is a granite block pavement, laid on an hydraulic cement concrete foundation, six inches in depth. The blocks, which are uniform in size, and regularly shaped, are set in exactly parallel rows across the street, and bedded in the concrete. The spaces between the stones are filled with the same material.

The pavement is not only rigid and firm, but you cannot discover a ripple or wave of unevenness in the surface—and besides all that, it is perfectly clean. There is no sand or earth between the stones to make dirt, and what dirt falls upon the street is quickly gathered up and removed.

On others of their streets are similar pavements, and every citizen takes a personal pride in them.

The cost is about $4 a square yard, but in the long run it is far cheaper than inferior pavements, costing much less to begin with.

The city of Providence expends yearly but a small amount upon its highways compared with the city of Boston, but what work is done is done well.

The pavements referred to were laid by a Board of Public Works far removed from political influence, and under the immediate supervision of a competent civil engineer. The work was done well from inception to completion.

Turning in another direction, and to another kind of pavement, go to the city of Buffalo, where already, working steadily in the one direction, they have some sixty miles of the best Trinidad asphalt pavement in the country; unquestionably at a considerable expense for the original outlays, but with results that will save them very many thousands in the long run. I am informed that *the repairs necessary on these streets within the past six years have aggregated less than* $100. * * *

Passing from your business thoroughfares to the residence streets, their condition is no more creditable. We find a broad, well-proportioned, well-shaded street, with every element of a splendid avenue, save a most important one.

Instead of well-laid, smoothly-rolled macadam or asphalt, always and easily kept clean and dry, we find a poor imitation not equal to many a good country gravel road. Yet, this avenue is lined with costly estates, having well-kept grounds, and finely constructed, and smooth, driveways and walks.

If each of these estates were taxed a small part of what it costs to keep them in their perfect order, you could have as fine an avenue as can be found in the world.

Now what is the remedy for all this?

It is not hard to suggest, nor far to find.

The consummation of the ideal plan may have considerable local difficulties in its way, but there is a way to it, and if you are as much in earnest as I believe, you can find it.

A thing that is worth doing at all, is worth doing well and thoroughly, and at once; and so I believe that the best thing for you to do is to determine, through the proper channels, how much it will cost to properly pave all of your most important streets, raise the amount necessary by issuing bonds running twenty-five or thirty years, or for longer time if it seems best.

Have the work done as it should be; remove it as far as possible from politics, under the eye of a special and competent engineer, whose business is road construction.

Let him be watched and guided if possible, but not hampered by your Superintendent of Streets, or your Citizens' Committee, or whom you will, to make sure that your money is well spent in the right direction.

These pavements, once laid, will last longer than you and I.

They will give satisfaction to all who use them, will bring credit upon your city, and their saving alone, annually put by in a sinking fund, will, by the time your bonds are due, be sufficient to take them up and leave a large surplus.

If you cannot accomplish this whole scheme, do what you can of it, beginning at once, and lay as much pavement in 1890 as you can raise money for, but as far as you go, do it right. * * *

You may well act upon the moral of the old fable:

"There was a great stir among all the beasts which could boast of the largest family. So they came to the lioness. 'And how many,' said they, 'do you have at a birth?' 'One,' said she, grimly, 'but that one is a lion.' "

Quality comes before quantity.

However much or little you are able to do, see to it that your new pavement be disturbed as little as possible. It should be arranged that there shall be certain times when all who want to open the streets shall do it, and then replace them properly at their own expense.

Still better than a necessity for this, is a plan, for the trying of which a good opportunity is open.

The stability and lasting results of the best streets of London and Paris are largely due to the fact that there is seldom or never occasion for disturbing the pavement

Tunnels are built, running beneath the middle of the street, for the reception of water, sewer and gas pipes, and telegraph and other electric wires.

This, of course, is a matter of no small expense, but I believe that you can carry it out satisfactorily.

By levying a reasonable toll upon the water and sewer departments, the gas companies, and any others who may from time to time be able to use the tunnel, you can realize a considerable return upon the original expenditure; also save time and money for all who use it, and above all, remove a source of a continual and great annoyance to the public.

This will enable you to keep your street surfaces perfect, and will give them a far longer life than otherwise. It will mark you as a progressive city, and will be one of the public works which shall bring you both credit and fame.

For the bettering of residence streets where asphalt cannot be afforded, the wise policy would be to lay as much macadamized pavement as possible. You should have the improved stone-crushers, and heavy steam-rollers, which will properly equip you for doing the work in this direction in the best possible manner.

It adds largely to the value and durability of a street, to keep it clean. They should be cleaned after twelve o'clock, midnight, and before six in the morning. Then the streets are deserted, and it can be done at less expense, and more quickly.

There is no reason why streets should be swept in the daytime, stirring up dirt and dust mixed with filth, to be blown into the faces of the passers-by, and if, in the thickly settled part of the city, ashes could be removed during the same hours, it would be a blessing to the community, for the removal of ashes in the daytime is a source of inconvenience and discomfort to all people who happen to be on the street at the time, for, as the ashes are deposited in the carts, the wind takes a large part and distributes it through the air in the faces, and eyes, and down the necks of the passers-by, causing much unhappiness and bad language.

But in order to best further the good work, and secure the sympathy and interest of the public by making all more conversant with what is being done, and what ought to be done, and the advantage and benefits to be reached, I would strongly urge upon you to form a Citizens' Street Improvement Association; and for this you may well take as your model, to such an extent as will serve your purpose, the Roads Improvement Association in London, which announces as its four objects:

First.—Circulating popular and technical Road Literature, having for its object,

a. The enlightenment of tax-payers upon a subject which vitally affects their pockets and their interests.

b. The guidance of all authorities having control of roads, and the instruction of road surveyors and the laborers under their charge as to the proper system of road repair and maintenance.

Second.—Remonstrating with the responsible authorities in cases where the neglected state of the road has become a grave scandal, and, where necessary, taking legal action to enforce the rights of the public.

Third.—Watching and introducing legislation with a view to bettering the existing state of affairs.

Fourth.—Taking up the question of street names, signboards, and milestones, with a view to their erection in places where they do not at present exist, and to their improvement or maintenance, as may be necessary.

To this may well be added the encouragement of the planting of trees, and laying out and beautifying suitable parks and walks, and other kindred matters which shall tend to make your city an attractive place in which to live and make money.

With such an Association, composed of your active and intelligent business men, you can influence public opinion in favor of this improvement in streets, and within another decade it may be said of your city that none is more attractive or better paved. Then shall those who follow after have cause to bless the wisdom and forethought of the citizens of to-day.

Once upon a time, the Mice being sadly distressed by the persecution of the Cat, resolved to call a meeting, to decide upon the best means of getting rid of this continual annoyance. Many plans were discussed and rejected; at last a young Mouse got up and proposed that a Bell should be hung around the Cat's neck, that they might for the future always have notice of her coming, and so be able to escape. This proposition was hailed with the greatest applause, and was agreed to at once unanimously. Upon which an old Mouse, who had sat silent all the while, got up and said that he considered the contrivance most ingenious, and that it would, no doubt, be quite successful; but he had only one short question to put, namely which of them it was who would bell the Cat!

It is one thing to propose, another to execute.

Who will lead in this matter of good streets for your city?

CORRESPONDENCE.

[The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]

MR. BULL ON THE RACING QUESTION.

Editor Bicycling World: In a late issue of the *Sporting Times*, official organ of the A. A. U., of which paper Mr. James E. Sullivan, Secretary of the A. A. U. is athletic editor and business manager, was printed my plan for changing the L. A. W. Racing Rules with editorial comment, presumably by Mr. Sullivan. From that gentleman's position his utterances are entitled to great consideration. When he states as he did in referring to my letter that "The non-partisan readers will at once infer that the L. A. W. realizes that its fences are down, and that its racing men have very largely left it for the athletic or non-affiliated wheeling clubs," he emphasizes the point that I desired to make, i. e., the League, if it desires to retain control of bicycle racing must make some radical changes in its present system.

The L. A. W. is in every sense of the word a *National* Organization, having members in every State in the Union. It is the oldest athletic *national* organization in this country; has fostered bicycle racing, has brought it to its present stage of development, and has pre-eminently the prerogative to establish the National Cycle Championships in this country. I cannot see why the adoption of my plan should bring about, as Mr. Sullivan hints, a conflict between the L. A. W. and the A. A. U. There can be no objection to the A. A. U. giving as now cycle championships under the L. A. W. rules. Nor will it prevent members of A. A. U. clubs competing in L. A. W. championships as members of the L. A. W., although they could not compete there for A. A. U. clubs. They as individual members of the L. A. W. will have the same right to compete if these suggestions are adopted, as they have now. My plan was designed to prevent the evil that the A. A. U. have fought against in their organization, and that is "revolving from club to club;" while Mr. Sullivan seems to think that this is a good rule as applied to his own organization, he opposes it when it will prevent "revolving" from an L. A. W. club to an A. A. U. club. As in the majority of cases the bicycle clubs restrict their membership to bicycle riders only the membership of the clubs is limited, and they are in no position to bid against a rich and influential athletic club with a large membership. This being the fact I believe that the L. A. W. should do everything in its power to protect L. A. W. clubs, and in doing so I fail to see how the A. A. U. can claim that the L. A. W. is antagonizing it.

Mr. Samuel A. Miles, editor of the *Referee*, disagrees from me in the proposal to restrict the National Cycle Championships to L. A. W. members, saying that "the events should be made national in every sense of the word, and to make them so they must be open to every amateur in America, regardless of whether he is a member of the League or not, or even a member of a club.

I disagree with Mr. Miles on this point. The L. A. W. is not an association of large clubs who can furnish the sinews of war to conduct a national association, but is an association of individual members scattered over the country. He agrees with me that it is necessary to have a national organization sub-divided into districts. We simply disagree as to the method of forming the subdivisions. Now if we permit every wheelman to compete for our championships how long will it be before we cease to have any organization at all? The L. A. W. admits to membership "Any amateur wheelman, in good standing, eighteen years or over, who shall be indorsed by two L. A. W. members or three reputable citizens of the United States or of Canada." The inition fee is but one dollar, and the annual dues the same amount. Any wheelman who cannot subscribe to the L. A. W. definition of an amateur, nor secure the endorsement of reputable men has no business to compete for a national or any other championship in the L. A. W., or any organization, and a wheelman who is not willing to pay the small yearly sum required, and to give the organization his moral support in order to help support the organization that has made cycle racing what it is—one of the finest of amateur sports, and which protects him, such a man I say has no business in any amateur championship.

As for Mr. Miles' plan to have winners only of an Eastern, a Western and a Pacific Coast L. A. W. association championships compete at the proposed annual L. A. W. championships, they would limit entries at the annual championships to three for each

event. I am still strong in favor of having State championships, and permitting the winners of each to compete at the annual championships. W. S. BULL.

MR. LUSCOMB'S SCHEME.

IT is stated, in "News and Comment" of November 15, that it is the intention of President Luscomb "to make a fight for improved roads this winter, in the Legislatures of several States." Now that sounds nice and looks well in print. We can now tell outsiders with a flourish of trumpets that the L. A. W. will soon have a l-a-w that will make good roads a certainty.

Our worthy President, being a lawyer, has no doubt unbounded confidence in the majesty of the law, and naturally concludes that all that is needed to make cycling a luxury is legislation.

Whilst we would not for a moment question his sincerity, or throw a straw in his way, yet some of us doubt the expediency of such a move at the present time.

In sections needing the greatest improvement the inhabitants, accustomed to bad roads from their youth up, have a very poor conception of the advantages of better highways, and think they would be more than counterbalanced by the cost of the improvement.

Legislators from such a constituency hesitate before voting for such laws, as they feel certain that if they do they will not only not be re-elected, but that the laws will be repealed by their successors.

That is why the Tyron Bill came to an untimely end.

Why not, on the other hand, endeavor, by educating the public, to cultivate a sentiment in favor of better roads? What are our Local Consuls for? Why has the League published so much road literature? If, by circulating among them documents to that effect, we can convince the people that better roads are a benefit, might not the proper legislation follow as a natural consequence?

Cincinnati, Ohio. W. D. KEMPTON.

MR. MABBETT EXPLAINS.

Editor Bicycling World: In view of the fact that you have written Mr. Bowen, to find out if Mr. McKee was the source of the story told in the Berkshire-Hudson letter, you should, in common justice, allow me to make an explanation. The "protest" charging an unscrupulous wheelman with attempting to injure our Local Consul, contained no mention of Mr. McKee's name, and nothing to intimate that he was the guilty man. The Secretary of Mr. McKee's club says that *ten wheelmen* besides Mr. McKee competed in the race May 30, which caused their suspension, yet McKee immediately jumps at the conclusion that the man who is under the ban of every respectable cycler can possibly be no one but himself. In light of the fact that I have never had an unpleasant word with Mr. McKee, his reference to the sale of a wheel to me is childish, almost pathetic. To the charge of writing of a certain make of wheel as a "milk wagon wheel," I plead guilty, and beg a thousand pardons. Now I am not poisoned against the wheel for which Mr. McKee is agent, but simply think that the firm make a better wheel than the one referred to.

Meantime, Captain Kane has been re-appointed Local Consul, and League work will go on here with renewed enthusiasm.

Fraternally yours, ALFRED W. MABBETT,

North Adams, Mass. Secretary League Club 234.

[Although we stated that this controversy must cease, we think Mr. Mabbett should have a chance to make the above explanation. —ED.]

"LINNEUS" IS FOR MR. LUSCOMB.

NEVER has the election of National Officers received the attention that is being bestowed upon it this year. I have always been an admirer of President Luscomb. Nothing can be said against him except the loss of the Brooklyn League members. As it has been the custom to continue the term of the President for two years, and unless there is some good reason to the contrary, I would like to see the present incumbent continue, as many important things are now outlined and underway, which cannot be finished, only commenced in fact, this year. The First Vice Presidency should by all means revert to Chief Consul Emery of Massachusetts, in recognition of the hard and faithful work he has done the past year. The Second Vice Presidency should revert to the West, to give that large part of the country representation, and I know of no better man than W. A. Davis of Illinois. If this ticket is nominated, I think it will sweep the country and receive the support of all members of the Board who have the best interests of the organization at heart. LINNEUS.

St. Louis.

"SALINA" IS CORRECTED.

Editor Bicycling World: With feeling I read what "Salina" has to say of the Knickerbocker Bicycle Club. We should be pleased to have him give us a call, that he may realize his mistake. We have been organized scarcely four months and are in a decidedly flourishing condition, and I would call his attention to our showing in the recent parade, in which we turned out 23 men and the Syracuse Cycling Club 53. I think this a *very* favorable comparison, they having been in existance about six years, and "Salina's" insinuation quite uncalled for.

ERNEST L. LANCASTER,

Syracuse, N. Y. Captain Knickerbocker Bicycle Club.

CHIEF CONSUL BULL ON THE POLITICAL OUTLOOK IN NEW YORK.

CHIEF CONSUL W. S. BULL, of New York, was in Boston last Tuesday, and as the political aspect of things in the Empire State has been an unknown quantity, we interviewed Mr. Bull. We wound him up by asking:

What are your views on the question of the Presidency?

"My views on this subject," said Mr. Bull, "up to the present week, have been definite and pronounced. The coming election will be the most important one in the history of the League, and speaking for the New York Division I may say it is regarded with great interest and some apprehension. It is an open secret that the capacity of the organization as a working body has been more or less impaired by a disintegration of forces, and in my own State we have lost, during the past year, hundreds of members by the withdrawal of the three prominent League clubs in the city of Brooklyn.

Naturally, I am anxious to reclaim these dissenting factions. I am for the League first, and am in favor of any candidate who will work for its success, and whose personal qualities will command the support and the confidence of the rank and file.

I have thought that Albert Mott was best fitted to answer these requirements. He is favorably regarded by the New York delegates, and his candidacy would have been strongly supported in that State, where the announcement of his withdrawal is a source of disappointment. With Mr. Mott out of the field the question opens a wide range of discussion, and I can only give you the situation as viewed from the New York standpoint. I have just spent a week in the cities of New York and Brooklyn, and having talked with many prominent and able wheelmen in those cities, I can say that while the preparation for roads improvement legislation has been quietly but vigorously urged during the last two years, and a great amount of work done, the plans of the New York State Division are hardly in accord with the policy just declared by Mr. Luscomb, and the already deplorable condition of League matters in that State is not likely to be improved by this disagreement. The New York State Roads Improvement Association has a membership of about 20,000 persons, including a large number of wheelmen who formed the nucleus of the association itself, and have ably assisted in its work. The association includes several members of the New York State Leisglature, besides many prominent and influential men in all parts of the State, who have no interest in common with wheelmen, except as they are united with us in the general movement for good roads. This work was begun by my predecessor, Mr. Bidwell, in connection with Mr. I. B. Potter, whose successful work with the "Liberty Bill" must be remembered. A bill for highway improvement in New York State has been substantially completed by Mr. Potter, and arrangement has been made with a prominent member of our Legislature for its early introduction at the coming session. This bill was prepared by Mr. Potter in his capacity as Secretary and counsel for the Association, and in view of his position as Chairman of the Committee of Improvement of the Highways in our State Division, he conferred with his associate officers in the State Division, who are fully in accord with him as to the plan in view. I am convinced that his work has been thorough and careful, and it is a source of great regret, not only that a personal difference has sprung up between Mr. Potter and Mr. Luscomb, but that the impetus of the highway movement in our State should be checked or embarrassed by the announcement of a separate and conflicting policy on the part of the general body. It may be that the feeling which has been stirred up by the correspondence between these two gentlemen will not be carried into the election, and for some reasons it is better it should not be; but the fight has now got into the daily newspapers, and in any view of the case, it can be of no benefit to the League. Of course, I do not pretend to discuss the merits of the matters in controversy in these letters. That is a matter for individual judgment. What I particularly wish to say relates to the roads improvement matter. The recent public utterances of Col.

Pope show that he has a practical and comprehensive idea of how the thing should be done. It is a work of great magnitude, and will require long and strong effort to carry it through. It will involve the assessment and collection of millions of dollars in taxes, and there will be opposing forces with which wheelmen alone cannot contend.

The idea put forth by some cycling editorials which I have lately read—that it is only necessary to introduce a 'bill,' take the League into politics, and force legislation upon a scheme connected and urged by wheelmen alone—is in the last degree ill-considered and impracticable. The plan of the New York State Roads Improvement Association will be carried along, and the wheelmen of New York will assist it, if I can judge them rightly, and in this my effort will be to keep them in line for what I believe to be the only feasible plan for securing the desired end."

COMPANION WANTED.

Editor Bicycling World: I would like to correspond with a League member with a view of going on a two weeks' tour through the South, starting, say from Newark, N. J., in the summer of 1890, passing through Trenton, Philadelphia, Baltimore and Washington and around by way of Dover and Wilmington to Cape May, thence up the Jersey Shore to Sandy Hook and by boat to New York.

The daily distance to be covered would be about fifty miles, allowing two days in Washington for rest and sight seeing.

Shall be glad to hear from anyone who has been over the route or who would like to go with me. Yours truly,

W. J. RICHARDSON, L. A. W. 24740.

P. O. Box 1317, New York, Nov. 19th, 1889.

"KAY BEE" EXPLAINS.

Editor Bicycling World: The "Cynic," who criticised my opinion so severely in the last number of the BICYCLING WORLD, mistakes my meaning. I did not mean to say that it was the fact of Holden's collar bone breaking which was ennobling, but his not flinching from doing his duty (and for the time being his duty was to stop that Princeton man), be the consequences what they might to him.

The story of the man-of-war that sank at sea, where the soldiers were drawn up on deck under arms, and sank so with the ship, because there were only boats enough for the women and children, is, I think, ennobling. I hope the "Cynic" will not draw the inference from that, that I enjoy drowning kittens as a pastime.

I am sorry the "Cynic" thinks I write "drivel," but he must remember that we are "fifty million people, mostly fools," and my life so far has pretty well convinced me that I am no exception to the "mostly." Respectfully yours, KAY BEE.

Cambridge, November 19th, 1889.

THE SYLPH

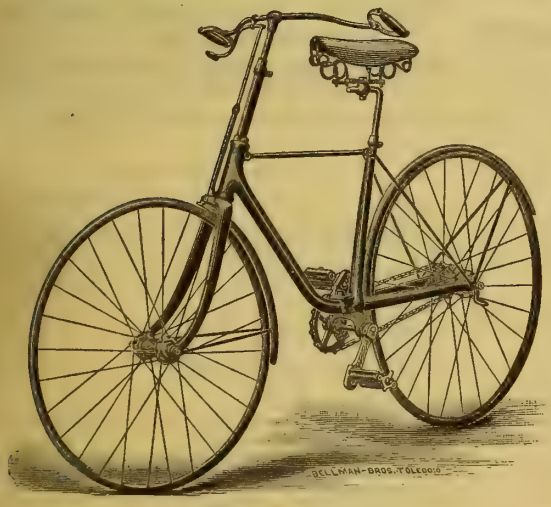
Is the name of a new safety bicycle soon to be placed upon the market by the Duryea Wheel Company of Washington, D. C. It is light weight, novel design, suitable for both sexes and of highest grade throughout. Its principal feature, however, is a three-part sprig frame that effectually isolates the saddle, handle-bar and pedals from the wheels and thus relieves them of all jar or vibration. We hope to present a cut with more complete description in the near future.

THE SPRINGFIELD CYCLE MFG. CO.

LAST week about half of our readers were advised of the fact that the Springfield Cycle Mfg. Co. had been organized with the following officers: J. B. McCune, President; Walter Measures, Cleveland, Treasurer; C. F. Stokes, Chicago, Vice President; Dr. J. Mott Smith, of Boston.

The new concern have bought out the plant and patents of the Springfield Bicycle Mfg. Co., at Highlandville. The factory was all ready to start when the new concern took possession. All they had to do was to secure their mechanics and turn on their power. We shall give full particulars as to the machines the new concern will put on the market during the coming season at an early date.

MESSRS. BANKER and Campbell of New York City placed an order last week with the Duryea Wheel Co. of Washington, D. C., for $10,000 worth of their new wheels, the Sylph spring-frame safety.



WE DO NOT WISH TO DISAPPOINT YOU,

Yet we wish to interest you long enough to tell our story.

THE LITTLE GIANT BICYCLE.

The name does not belie its qualities, although its weight is only 35 lbs., it is a little Giant in strength. Besides it combines all that makes up a good wheel. Such as adjustable sleeve steering head, adjustable cone bearings to wheels, adjustable cone bearings to crank shaft, adjustable cone bearings to pedals, Tangent spokes, crescent rims, Torkelson Patent adjustable saddle, the front and rear of which adjust independent of each other. Saddle leather can also be adjusted to take up the slack without loosening saddle from the frame. ***All steel Diamond frame,*** cold-drawn Weldless steel tube backbone, detachable front bar to frame, trimmed in nickle, spokes tied and plated up to knot, and spade handles. ***All for the moderate price of $35.00.***

Now is your chance Boys! Do not let anybody stand you off by saying they cannot get a wheel for you. We can fill orders promptly, and give you good value for your money. Something that has never been done before. The Little Giant embodies all of the recent improvements of the Men's wheel, in a modified form. There! If this don't interest you, ***no harm done.*** Yet we feel satisfied that you all know a good thing when you see it, and that you will favor us with your sample order. ***Agents wanted everywhere.***

We know you won't forget where we are located, but to assist the memory of anyone who may need their memory jogged, will say our factory is located at Toledo, O., on Central Ave., and the firm's name is,



THE LOZIER & YOST BICYCLE MFG. CO.,

BOX 131.

THE Coventry Machinists' Company advise us that they have a small but excellent line of second-hand wheels, which are bargains. We would advise to call on them or write for particulars.

DOCTOR RACHEL J. KEMBALL, of Buffalo, has commenced suit against Henry Homer of the same place, for injuries sustained, by Homer's running over her with his bicycle. These injuries she alleges are permanent, and that they were caused by negligence of the plaintiff, he riding noiselessly along in the dark, not carrying a lamp or giving any notice of his approach. She therefore demands through her attorney, George M. Osgoodby, a judgment against Homer for $15,000. The case will be tried in the Supreme Court.

MR. A. J. MARRETT, of J. K. Starley & Co., of Coventry, Eng., has appointed the John Wilkinson Company of Chicago the sole United States agents for Messrs. J. K. Starley's famous cycles. We shall give at an early date the particulars of the plans of the Wilkinson Company for the coming season.

THE New Mail again another year is at the front with long distance road records worth having. Last year Murphy completed 12,000 miles in two years' riding on a New Mail ordinary, and now Beers on a New Mail safety has ridden 7800 this year, and also won the Adams medal for highest one month's riding, 1852 miles! Such speak volumes to the credit of the wheel, and for American roads such quality wheels are wanted and the ones to invest in.

MR. STEVENS, of the Coventry Machinists' Co., now in England, writes to the United States branch most excellent reports of the business the past year, and further says he will soon be back in this country with facts for publication as to the plans, and cycles this firm will import for next season's trade.

MR. L. H. PORTER, of East Orange, N. J., proposes to publish an "American Cyclists' Indispensable" early in 1890, to include all wheels sold in this country, and to contain, besides descriptive matter like that in the English "indispensable," chapters on learning, the use and care of cycles, the advantages of cycling, and other matter. It will be a well made book of over 100 pages, with heavy paper cover, and will sell for about fifty cents.

THE STRONG & GREEN CYCLE CO. have secured the Rudge agency for the United States. So the trade booms. The Philadelphia Bicycle Co., Limited, have sold out to A. G. Spalding & Bros., who are opening a cycle depot at 1022 Market street.

SHOULD any of our leading cycle manufacturers contemplate establishing branch houses or any long established house design making an increase in force and working capacity, we would call their attention to the advt. appearing in another column, headed "To the Trade." Energy and experience are always welcome additions to a business house, and to none more so than to those in the cycle trade.

OUR New Jersey correspondent lately referred to a club at Hillsdale as the "Bergen County Wheelmen." This is wrong, it should be the Bergen Wheelmen.

THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

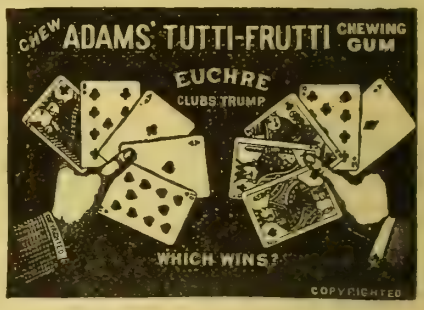
A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

Price, $25.00-

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street,
BROOKLYN, N. Y.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - . - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1889—90.

PRESIDENT,
CHAS. H. LUSCOMB,
280 Broadway, New York

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass.

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

The President and Vice Presidents (as by the Constitution required.)

Membership.

A. E. Mealy ....1736 Druid Hill Ave., Baltimord, Md
F. L. Casselberry.....Mansfield, Ohio

Rights and Privileges.

A. Moore Berry.....421 Olive St., St. Louis, Mo.
George A. Perkins.....Cambridge, Mass.
Chas. F. Cossum.....Poughkeepsie, N. Y.

Rules and Regulations.

Dr. Wm. H. Emery....109 Warwick St,, Boston, Mass.
W. A. Davis.....Chicago, Ill.
Chas. L. Brockway.....Middletown, Conn.

Improvement of Highways.

Dr. Chas. S. Butler.....680 Main St., Buffalo, N. Y.
Wm. W. Share.....Brooklyn, N. Y.
Junius E. Beal.....Ann Arbor, Mich

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwater1.....Washington, D. C.
Harry H. Hodgson.....New Orleans, La.
George Collister.....Cleveland, Ohio.
Robt. A. Smyth.....San Francisco, Cal.

Transportation.

W. M. Brewster.....309 Olive street, St. Louis, Mo.

Standing Committees, N. J. Division.

The following standing committees have been appointed for current year:

Transportation—T. F. Merselis, Jr., Chairman, 191 Whitton st., Jersey City; C. W. Hilman, Plainfield; G. H. Earl, Jersey City.

Rights and Privileges—C. A. Swift, Chairman, 210 Broad street, Elizabeth; J. M. Coward, Trenton.

Improvement of Highways—F. A. Kinch, Chairman, Westfield; L. H. Porter, East Orange; A. S. Crane, Elizabeth.

G. CARLETON BROWN,
Chief Consul.

League Clubs.

The following clubs have qualified as League Clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

No. 244. Juniata Wheelmen, Huntingdon, Penn., D. S. Drake, Sec.

Ohio.

List No. 3.

Chief Consul M. A. High has appointed the following additional Local Consuls:

Cumminsville, Amor Hall.
*Dayton, *Fred J. Bowen.
Elyria, A. L. Garford.
Fremont, J. W. Pero.
Genoa, M. Taylor.
†Hicksville, †W. F. Horton.
Medina, B. Henderson.
North Bend, O. W. Stone.
Plainville, Estus T. Flinn.
Preston, J. L. Wakefield.
Tiffin, Chas. L. Wenner.
Woodville, Edward Keil.

* Instead of A. A. Simonds whose name was inserted in list No. 1 by mistake.

† Instead of T. G. Dowell resigned.

The Chief Consul has also appointed the following L. A. W. hotels:

Cumminsville, Weber House.
Dayton, Phillips House, regular rate $2.00; to L. A. W. $1.50.
Elyria, Beebe House, regular rate $2.00; to L. A. W. $2.00.
Fostoria, Earl House, regular rate $2.00; to L.A.W. $1.50.
Genoa, Genoa House.
Hamilton, St. Charles, regular rate $2.00; to L. A. W. $1.50, meals 40 cents.
Hartwell, White Hall.
Medina, American House, regular rate $2.00; to L. A. W. $2.00.
Middletown, United States Hotel, regular rate $2.00 to L. A. W. $2.00.
Tiffin, Morcier Hotel, regular rate $1.50, to L. A. W. $1.25.

WILLIAM D. KEMPTON, Sec.-Treas.

Missouri Division.

The Pacific Hotel has been appointed the League Hotel for St. Joseph. Regular rates $3.00 per day. To

L. A. W. $2.50; meals and lodging 75 cents. Discount will only be granted on presentation of membership card.

Fraternally yours,
ROBT. HOLM, C. C.

Missouri Division.

To consuls:

The list of League Hotels is still incomplete and the prompt attention of the respective consuls is hereby called to the following towns in which no appointment has been made: Clarksville, Booneville, Edina, Carthage, Lexington, Memphis, Bonnie Terre, Farmington, Kirkwood, Joplin and Sedalia. Application blanks for this purpose have been mailed to each consul. If lost or mislaid, duplicates will be promptly furnished by the undersigned. Fraternally yours,

ROBT. HOLM, C. C.

Missouri Division.

I have this day appointed the Galt House the League Hotel for St. Charles. Regular rates $2 00 per day; to L. A. W. $1.50, meals, 35 cents; lodging, 50 cents. Show your League ticket to obtain reductions.

Fraternally yours, ROBT. HOLM, C. C.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 217—Total 74—11,909.

BOSTON, Nov. 29, 1889.

CONNECTICUT DIVISION—5—709.

Unattached.

25611 Miller, Luther, (Popevill: Box), Bristol
25612 Ray, Herbert B., 35 Housatonic ave., Bridgeport
25609 Coombs, Thos. J., 223 Main st., Hartford
25610 Porter, Frank A., 83 Maple st., New Britian
25605 Parker, Fred H., Cheney Bros. Office, So. Manchester

ILLINOIS DIVISION—6—860.

Aeolus C. C.

25581 Andrews, Edw., 1129 No. Wood st., Chicago
25582 De Clucg, Raphael, 225 So. Water st., "
25583 Petrie, G. A., 17 Ewing Place, "
25584 Birr, Fred Jr., 124 Cornell st. "
25585 Xewolski, Jno. H., 709 Milwaukee ave., "

Chicago C. C.

25591 Van Sicklen, N. H., 73 Randolph st., "

MARYLAND DIVISION—1—526.

Crescent Bi. Club.

25576 Corbin, Charles C., 228 E. Balto. st., Baltimore

MASSACHUSETTS DIVISION—4—1573.

Dorchester Bi. Club.

25592 Hopkins, Charles, Plain st., Neponset

Unattached.

25613 Howell, Frank J., 3 Maple st., Newton
25586 Campbell, James Everett, Box 395, Mansfield
25640 Swan, Joseph W., City Hall, Boston

MISSOURI DIVISION—6—317.

Fleetwing Outing.

25506 *Hardcastle, Mrs. C. C.*, 821 No. Ewing ave., St. Louis

Missouri B. C.

25615 Young, Charles, 1406 Olive st., "

Keokuk Cyclers.

25643 Sansom, John F., Box 90, Kahoka

Unattached.

25614 De Camp, Arthur P., Laclede Bl'dg, "
25641 Kaufman, M., 304 N. 8th st., St. Louis
25642 Whittemore, L. L., 829 S. 8th st., "

NEW JERSEY DIVISION—3—589.

West Jersey Cyclers.

25577 Miller, B. O., 334 Benson st., Camden

Columbia Coll. C. C.

25644 Beckwith, Geo. A., Paterson

Unattached.

25616 Hankins, James, Neshanic Station

NEW YORK DIVISION—21—2090.

Ft. Edward Wheelmen.

25603 Cheesman, James Earle, Ft. Edward

K. C. W.

25589 Smith, Chas. R., Jr., 378 Madison st., Brooklyn

Manhattan Bi. Club.

25587 Campbell, F. H., Box 444, New York
25588 Johnson, C. F., 51 Temple Court, "

Lockport Wheelmen.

25595 Shapleigh, W. C., 55 Waterman st., Lockport
25596 Van Horn, Harry, 67 Main st., "
25597 Willey, Sydney, 105 Lock st., "

Prospect Wheelmen.

25617 Kane, Charles A., 304 President st., Brooklyn

Columbia Coll. C. C.

25645 Hart, Chas. H., 130 West 125th st., New York
25646 Korn, Louis, 924 Madison ave., "

Harlem Wheelmen.

25647 Vessey, Robt. K., 100 Barron st., "

Unattached.

25594 McQuade, A. C., 88 Hudson ave., Albany
25593 Eisser, Otto L., 36 McKibben st., Brooklyn
25590 Long, B. G., M. D., 492 Elmwood ave., Buffalo
25578 Mannix, John M., 391 Louisiana st., "
25618 Curtis, A. H., Bank, State of New York New York
25619 Thompson, R. M., 37 Wall st., "
25620 *Taber, Miss Ada*, 113 Madison ave., "
25621 *Fettretch, Miss M. L.*, 466 Park ave., "
25622 Insley, Earle, Nanuet
25648 Andrews, Geo. T., 79 Hudson Pl., Brookly

OHIO DIVISION—6—840.

Fremont Bi. Club.

25623 Forsythe, J. W., 925 Ewing st., Fremont
25624 Agate, A. L., 501 So. Front st., "
25625 Davis, C. W., 1105 Croghan st., "

Technology C. C.

25626 Stix, Sol. Henry, Mass. Ins. of Technology, Boston, Mass. Cincinnati

Unattached.

25598 Kappes, Frank H., 274 W. 8th st., Cincinnati
25607 Thomas, O. F., 340 Superior st., Cleveland

PENNSYLVANIA DIVISION—14—1389.

Harrisburg Wheel Club.

25634 Keener, H. O., Middletown
25635 Hoffman, R. Wilson, Box 604, Harrisburg

Juniata Wheelmen.

25627 Bollinger, Frank M., P. R. R., Huntingdon
25630 Linsey, Hugh, "
25632 Numer, J. L., "
25633 Wilson, S. R., "
25628 Haslett, M. S., Spruce Creek
25629 Lang, S. Vance, "
25631 Miller, G. W., Shirleysburg

Unattached.

25608 Stackhouse, A. M., 142 No. 7th st., Allentown
25636 Gallagher, Wm. M., 1209 Shackamaxon st., Philadelphia
25604 Minnich, M. R., 3200 Powellton ave., "
25601 Bently, Henry, Walnut Lane and Morton st., Germantown
25602 Wheatland, Wm. P., 1828 Montgomery ave., Philadelphia

RHODE ISLAND DIVISION—3—330.

Bristol Bi. Club.

25600 Faulkner, John K., Box 92, Bristol
25599 Wright, Arthur Creed, "
25579 Cook, Oliver R., Warren

TENESSEE DIVISION—2—94.

Nashville Bi. Club.

25649 Bell, John H., 907 S. Summer st., Nashville

Unattached.

25637 Armstrong, F. M., Clarksville

WISCONSIN DIVISION—2—85.

Unattached.

25638 Baldwin, H. M., Kenosha
25580 Hodges, L. A., Citizens Bank, Monroe

GEORGIA—1—8.

University of Georgia.

25639 Coates, Jesse, care H. C. White, Athens

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

HOLMES & CO.



JERSEY FITTING UNION UNDER GARMENTS

109 KINGSTON STREET BOSTON.

TRADE MARK

High grades in Silk, Silk and Jaeger s, Silk an Cotton, all Wool, Merino, Dr. Jaeger's all Wool yarn in Summer, Winter, and extra heavy Weight.

Readers in the vicinity of Boston call and examine. Take Elevator. Send stamp for catalogue.

Jersey Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass.

Special Clearance List Singer's Cycles.

THE Machines on this List are offered at a great reduction of price to effect a clearance. They are all NEW and of best material and workmanship, but in some cases not of present standard pattern, while others are styles of machines that, in order to reduce the number of our patterns, we are discontinuing to make. The prices quoted are already very low, **but we are prepared to consider offers for two or more machines.** The tricycles offer a rare opportunity for those who may require machines for hiring purposes, and the stock being limited, intending purchasers should order at once.

SINGER'S "APOLLO" ROADSTER BICYCLE.
List Price $130.00. Offered at $100.00.

Singer's "Apollo" Light Roadster Bicycle.
List Price, 130.00. Offered at $100.00.

SINGER'S "CHALLENGE."
List Price, $100.00. Offered at $80.00.

SINGER'S "TRAVELLER" TANDEM.
List Price, $235.00. Offered at $165.00.

SINGER'S "TRAVELLER" TRICYCLE.
Offered at $50.00.

SINGER'S "CARRIER" TRICYCLE.
List Price, $195.00. Offered at $100.00.

SINGER'S "XTRAORDINARY."
(KING OF SAFETIES).
List Price, $157.50. Offered at $75.00

For Specifications, etc., send for Descriptive list.

SINGER CO., 6 & 8 Berkeley St., Boston.

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LYNCH BICYCLE LOCK.

Superior to all others. Chain lengthened or shortened at will. Complete Little Yale Lock. Nickeled. Chain 20 inches. Price, **$1.00.** Liberal discount to trade.

Lynch Mfg. Co., Madison, Wis.

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What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on recept of 50 cents in stamps Liberal discount to the trade.

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Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Committee

Browning, King & Co.

Official Tailors of the L. A. W.

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The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

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Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.

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108 Madison St., Chicago



"And they followed the Star."—[*History.*]

Look at the CHAMPIONSHIPS Won on the STAR during 1889. Can any machine beat this record? Facts that talk.

Three-Mile L. A. W. Championship, Mav 30th,
J. PHIL. PERCIVAL, Los Angeles Cal.

One-mile State Championship, May 30th,
W. S. WING, Los Angeles, Cal.

Five-mile State Championship, Mav 30th,
W. S. WING, Los Angeles, Cal.

Half-mile L. A. W. Championship, June 4th,
COLIE BELL, Ottawa, Kan.

Ten-mile L. A. W. Championship, June 4th,
COLIE BELL, Ottawa, Kan.

25-Mile Road Race Championship of Minnesota, July, 31, 1889,
COLIE BELL, Minneapolis, Minn.

Half-mile L. A. W. State Championship, July 18, 1889,
W. I. WILHELM, Reading, Pa.

One-mile L. A. W. State Championship, July 19, 1889,
W. I. WILHELM, Reading, Pa.

Quarter-mile L. A. W. State Championship,
By W. I. WILHELM, York, Pa., Sept. 3d, 1889.

H. B. SMITH MACHINE CO., - - - Smithville, N. J.


VOLUNTEER
COLUMBIA

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 6 DECEMBER, 1889.

Volume XX.
Number 6.

THE SINCEREST FLATTERY IS

IMITATION.

THE VICTOR SAFETY, WITH ITS

SPRING FORK,

DIAMOND FRAME,

PERFECT BEARINGS,

HAS BEEN EXTENSIVELY IMITATED. IT STILL LEADS, OTHERS FOLLOW.

ASK ITS RIDERS.

OVERMAN WHEEL CO.,

MAKERS OF

VICTOR BICYCLES,

BOSTON, WASHINGTON.

Office and Factory, CHICOPEE FALLS, MASS.

"LOOKING BACKWARD."

[From last week.]

"That is quite true," said Dr. Leet, "and it was naturally tried at first, but it was soon found that the metal wheels could not endure the jar long enough to be useful. However, even with the softening influence of rubber, the metal wheel has been found superior to all others for this purpose.

While the tubular steel framework is found invaluable to transmit and intensify the sound"—at this moment we came upon a road so rough that our speed was nearly doubled before the Dr. could apply the brake. "You will observe," said he, "that this increase of speed, like love and civil service reform, is caused by its own effect." As soon as the speed had slackened sufficiently to admit of my being heard, I enquired what effect these terrible noises were having on the hearing of those who constantly have to endure them. "At first, bad results were feared, but time does not demonstrate that they follow. By the law of natural selection the more sensitive natures are not attracted by this means of travel, and those that adhere to it soon become indifferent. At the outset only boiler makers and the riders of cheap, all-metal bicycles could stand it, but as such vehicles became more common and withal, more fashionable, the objection has decreased in the same proportion as has the sensitiveness of the average tympanum. "If this sort of things continues," he added, "the third generation from now will be born with cotton in their ears." At this point, the road began to look what in 1889 we would have called better, but our wonderful vehicle was nearly "becalmed" in consequence. In looking hopefully forward, I saw a sight which made me doubt whether I had even now become fully awake. Said Dr. Leet, "the Boston of your day derived its water supply from what was, and is still, known as Chesnut Hill Reservoir, though it has been greatly enlarged, and, by means of a recently discovered process, the surface is kept frozen to a depth of several inches, even in the hottest weather. This not only supplies our citizens with ice water, but provides an elegant skating area, which, under proper restrictions, is enjoyed by all who care for this exhilarating pastime."

A thousand acres of ice glittering in the warm September sun, and covered with hundreds of steel shod men, women and children, constitutes a sight not easily forgotten. On the broad boulevard surrounding this 21st century miracle, I saw a few bicycles, only a few. Those having the high front wheel, known in my time as the ordinary, were not here, ladies and all were riding near the ground on small wheels, the front one being the smaller and both made of hickory.

I remembered the great future which had been predicted for bicycles, and marveled at the small number in use. However, the Doctor's explanation made it clear, and as I contrasted the healthy looking faces and forms of those who were riding bicycles, with the occupants of "Keely" carriages, containing, the Dr. said, the "culture" of this remarkable age, with their abnormally large heads and "exceedingly weak hams," I felt more than glad to know that this change had come about while I was asleep.

As we rode homeward, by way of Newton, the modern "Back Bay district," we saw an enormous crowd about the window of a large bicycle factory. In the window was a rusty wire wheel, and on it the following placard:

"A Relic of Ye olden tyme,
made and actually used in the 19th century."

STERLING CYCLE CO., NEWTON, MASS.

P. S. Every League member is entitled to send for a copy of our catalogue.

WESTERN WHEELMEN

Have your bicycles overhauled during the Winter season. You will lose none of the good riding weather, and your bill of repairs will be much lower than the same work would cost next Spring.

We do all classes of repairing, including the finest nickel plating, and Harrington's baked enamel; we apply the latter for the same price that other shops will charge you for daubing your wheel over with liquid enamel, and will guarantee as fine a surface as any of the factories will turn out. All our repairing is guaranteed.

Write us and state what your wheel needs, and we mail you an estimate of the cost.

No charge for drayage on wheels shipped by freight.

ST. LOUIS WHEEL CO., 311 N. 14th St., - - ST. LOUIS, MO.

HINTS TO

Lady Cyclers.

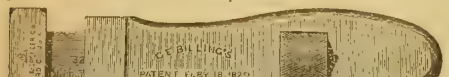
How to Ride, Mount and Coast; What to Wear and How to Wear It; the Ankle Motion; Cost of Cycling; Practicability of the Wheel; Shall Women Ride the Safety; Opinions of Prominent Newspapers, Magazines, Medical Men and Clergymen as to the Healthfulness, Practicability and Utility of the Wheel, etc.; also other points of interest. Only work of the kind published. **Price 10 Cents**, postpaid. Just the thing to use in interesting ladies in cycling. Liberal discounts to the trade.

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Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

Phênol Sodique

Cures Frost-bite, Sprains, Cuts, & Burns. TRY A BOTTLE

For descriptive circulars and testimonials write to the Proprietors, HANCE BROTHERS & WHITE, Philadelphia.
For sale by Druggists and Merchandise Dealers.



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OHIO CYCLE SUPPLY CO.,

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REPAIRS! SUNDRIES!!

One of the most complete Bicycle Repair Shops in the country. Parts supplied, estimates given. Charges reasonable, consistent with good work.

Sundries, wholesale and retail. Second-hand machines. Send for list.

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Oraton Hall, - Newark, N, J.



HARRISON'S CONTINUOUS ALARM.

This Bell, as now constructed, is certainly the Best Bell in the market. It is neat in appearance and effective to a degree that will be appreciated by those who use it. Price by mail, $2.00. Single Alarms, $1.50.

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"BICYCLE BARGAINS."

50 American Challenge, fine order	$33.00
50 Club, ball bearings, good order	37.00
51 Star, good running order	25.00
52 Expert, soiled, never used	100.00
52 Harvard, ball bearings, good order	33.00
52 Otto-Special, spade handles, new	31.00
52 Expert, with lamp	45.00
52 American Challenge, new	42.00
54 Premier, ball bearings, good order	31.00
54 Victor, good shape	50.00
54 Sanspariel, new tires, ball bearings	40.00
56 Expert, ball bearings, cow-horn bars	48.00
56 American Champion, fine order, ball bear'gs	45.00
56 Club, ball bearings, spade handles	40.00
58 Rudge Light Roadster, ball bearings	40.00
58 Standard Columbia, ball bearings, good	35.00
60 Expert, ball bearings, fine order	45.00
1889 Rambler, like new	105.00
Columbia Tandem Safety, good	135.00
Crescent Safety, like new	50.00

400 more second-hand wheels.

Guns and typewriters taken in trade.

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Mention this paper.





One-Third Actual Size

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York

SPECIAL.

All Advertisements in this Department 20 cents a line. ☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



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For Gold Pins of the Official Design, send direct to

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Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.



Send 25 cents and get one of the

New L. A. W. Lapel Buttons.

Made of fine rolled Silver Plate. Very neat and serviceable.

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Box 632. **PROVIDENCE, R. I**

FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, $14.00, $15.00, and $16.00. Cutters, Home Trainers, etc. Send for circulars. M. A. WOODBURY, Bradford, Pa.

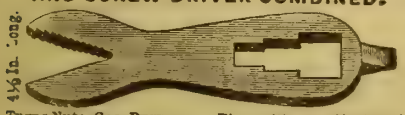
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LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

COLUMBIA TANDEM TRICYCLE; run about two months; in perfect order; balls all round; for $175. Send for list of second-hand wheels. PALLISTER BROS., Ottumwa, Iowa.

For all kinds of
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Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street, BUFFALO. N. Y

PATENT WRENCH AND SCREW DRIVER COMBINED.



Turns Nuts, Gas Burners or Pipe without adjustment. Made of Best Polished Steel. Sent by mail for 25 cts. CHARLES U. ELY, P. O. Box 1945, New York City.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.
☞ Postage stamps not received in payment.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

"SINGER TANDEM BICYCLE," only $135. Nearly new. C. J CONOLLY, Rochester, N. Y.

FOR SALE—51-inch Columbia Light Roadster, 1887 pattern; in good condition. Address J. M. PAINTER, Kittanning, Pa.

EXCHANGE—A new gold watch, extra heavy hunting case, Elgin, best grade, for an 1889 Columbia or Victor safety. Must be in first-class order. W. H. CUMMINGS, Plantsville, Ct.

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Bicycles and Tricycles.

Get our prices on second-hand wheels before purchasing.

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SIDWELL & SABEN
182 Columbus Avenue,
BOSTON, - - MASS.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

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Slightly spiritous and containing an abundance of natural fruit acid.

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Bicycling World Co.,
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N. B. If this venture meets with encouragement we hope it will other maps of Massachusett's Counties will be issued on the same lines.



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DEVOTED TO THE INTERESTS OF CYCLING

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 6 DECEMBER, 1889.

THERE is scarcely a race meeting that takes place but what the judges are more or less uncertain as to how they should award first and second on a close finish, and we have not the shadow of a doubt but that the percentage of correct decision is about even with that of incorrect judgment.

Now why not appoint a judge whose opinion on close finishes cannot be disputed? The judge we would name is the camera. There can be no mistake of judgment in such cases, and the instrument only need be used in cases where the wheels of the first and second man lap. In cases where the *least shadow* of doubt exists let the silent but accurate official be the one to decide beyond a peradventure.

As Chairman Davol and his able co-laborers are willing to accept any suggestions, why not embody a rule that in championship races the camera and instantaneous plates be used to record close finishes. Occasionally rainy or dark weather might interfere with the picture being a success, but in a majority of cases with the extra sensitive plates, which almost all makers of the film plates produce, the results could not help being satisfactory enough to decide a close judgment.

MR. DUCKER discourses on the racing question in another part of our paper. He advocates the old, old idea of allowing professionals membership in the League, but in his argument for this state of thing he is scarcely logical. The burden of this argument seems to us to be that it will be a good thing to get the professionals in the League, so that we can control them and *expel* them!! and thus by the latter action showing the world at large that we do not approve of trickery, etc.!!

In the play of the "Big Bonanza" a certain learned professor, guileless of the ways of Wall street, essays to establish his theory of how easy it is to make money, goes on to the street as ignorant of bulls and bears, shorts, longs and options as a savage. He is told by a peanut vender to "sell Bonanza." "Nothing easier," thinks professor, "but in order to *sell* I must first *buy*!!" which he proceeds to do, with results disastrous, as all well posted operators will appreciate. The logic of Ducker and the professor seem to us parallel. Mr. Ducker seems to think it a good plan to get professionals into the League for the purpose of expelling them, while the professor sees wisdom in buying "Big Bonanza" in order to sell.

Would it not be better not to go to all this bother? The professional is already outside the League; why not let him stay there?

MR. DUCKER, however, makes one point, and that is he condemns the practice of allowing amateurs to start in races promoted by professionals for money making purposes, even though they be advertised as being run under L. A. W. rules. This may be a good question for the Racing Board to discuss at the January meeting.

WE have had or the past week in our possession copies of the letters which have lately passed between President Luscomb and Mr. Potter. We thought best not to publish the same for the good and obvious reason that they were not written for publication and did not at that time belong to the public. In thus concluding not to publish we believed that the publication would be detrimental to the best interests of the League. The public discussion of League dissensions has more than once brought the organization into unenviable prominence. We regret the occurrence. The matter belongs to the parties concerned and to the Board of Officers, and the letters should have been held inviolate.

As to whether we shall hereafter publish these letters verbatim, now they to a certain extent have become public, remains to be seen: it depends on the mutual consent of the parties writing them, and as to whether the questionable benefits to be derived outweigh the sure harm in giving further publicity to official differences.

THE Norwich *Bulletin*, the principal daily paper of Eastern Connecticut, prints a column and a half editorial, entitled "A Standing Di-grace." It is, perhaps, needless for us to say that the "disgrace" alluded to is the condition of the roads of Connecticut. After enlarging on the magnitude of the "disgrace," and making comparisons, which are odious, of the American systems and those of European countries and Canada, the editor says:

"It would be impossible for any town to bear the expense of macadamizing all its main roads at once. * * * But the cost of macadamizing a short portion of the main roads of a town each year, in pursuance of a complete plan which should spread the work over fifty years, would not be great. It would not be so great each year as the cost of maintaining the extra teams which bad roads compel farmers and teamsters to maintain.

In many parts of Canada they have as good roads as Europe—roads which are a daily blessing to every traveller, and which invariably draw from the visitor of New England habitat (*sic*) the wonder how so poor and sparsely settled a country as Canada can have so much better roads than thickly settled, rich New England. The answer is simple; the Canadian road makers began with an intelligent plan and purpose. For years they have been macadamizing as much road as their means would allow. Every season great piles of stone are broken and heaped up along the road side. When a hole develops itself enough of these broken stone are taken from the nearest pile to mend the defect while it is slight. When the road-making season comes on, what are left of the broken stone are used to extend the macadam. Every year the area of good roads extends, and every year the good roads grow better.

If fifty years ago the business of road making in this little State had been undertaken with a similar purpose and pursued with similar economy and skill, there would not to-day be a single mile of bad or even poor road in Connecticut. If a similar plan should be adopted this year, another half century would see the same re-

sult, without any appreciable yearly increase in the cost of road making, and with a constantly decreasing expenditure for horseflesh and wagons.

The thing is possible and practicable. But it requires that the people shall drop doing things wrong because their fathers used to do them so, and start afresh on a line marked out by their own intelligence and the experience of other more progressive countries. Is that latter possible? Time alone will tell."

"NO WITHDRAWALS."

THE correspondence below will explain itself. The rumors referred to came from authentic sources, hence we addressed the following letter to Dr. Emery, and received the answer as given. Our letter read:

December 2d, 1889.

Dr. W. H. Emery:

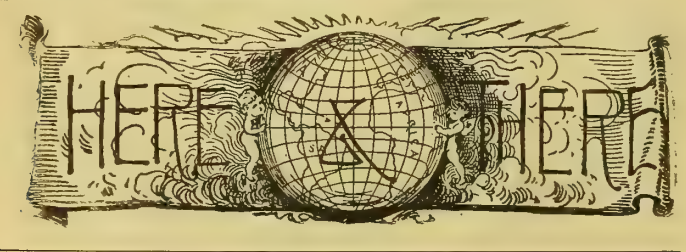
Dear Sir—The rumor reaches us that the report is being circulated in New York, to the effect of Mr. J. R. Dunn's and your withdrawal as candidates, for President and First Vice President, is most probable. Will you kindly advise us as to the correctness of this report?

December 2d, 1889.

Editor Bicycling World: In reply to yours of this date, I can assure you that the story in regard to Mr. Dunn and myself is false. There will be no withdrawal. Fraternally, W. H. EMERY.

ANOTHER.

In connection with the question of withdrawals, we also authoritatively assert that the Providence *Journal* is not correct when it says: "Good authority reports that President Luscomb of the League has withdrawn as a candidate for re-election." On the contrary Mr. Luscomb is in the field to abide by the decisions at the February meeting.



BOSTON NOTES.

"TONEY."

ONE of the best known wheelmen in the Eastern section of the country is Dr. W. G. Kendall, the "genial" captain of the Boston Bicycle Club, who, for the past few years, has been one of the "congenial spirits" of cycledom. His form and features are known to almost every wheelman of Massachusetts, many of whom have sampled his noted Boston Club "refresher." The doctor was born in Woburn, July 1st, 1854, and a few weeks afterwards received the name of Walter Gardner Kendall. He attended the public schools of Dorchester, and, in the course of time, graduated from the Dorchester High School. Immediately upon his graduation he entered the Boston Dental College to study dentistry, and graduated therefrom with the hightest honors attainable. He was at one time the Second Lieutenant of the first military company of the Dorchester High School Regiment, and was also captain of the base ball and foot ball clubs at the school. The doctor was a member of Company G, 4th Battalion, M. V. M., and while in that company won his corporal's stripes and sergeant's schevrons in open competition. Captain Kendall first became generally known among the wheelmen of this State in 1884, when he joined the Boston Bicycle Club, the oldest wheeling organization in America. The same year he was elected a member of the L. A. W. Board of Officers, and has been re-elected every year since, consequently he is the senior member of the present Division board. The first club he joined was the Dorchester Bicycle Club, and he had the distinguished honor of having the sole management of the first road race of that organization. During his occupancy of a seat as a Representative on the Massachusetts Board of Officers, he has done considerable in furthering the interest of cyclers and it was he that first proposed and enticed the Boston Club to offer medals in the first Corey Hill climbing contest. Many are the cycling schemes that he has proposed and helped carry out, and he has the credit of suggesting the union runs which have resulted so beneficially to cyclists the past year. While on the road he is always accompanied by his faithful bull terrier "Bess," which is as well known as himself, and by means of his camera he has managed to finely illustrate several of the most enjoyable runs of the Boston club. He has some degree of skill in all athletic sports, such as yachting, swimming, skating, rowing, sparring and fencing, and is particularly fond of fly fishing and shooting. He was the first exponent of combining photography with cycling, and has several large books of photographs to exhibit to the curious. The past year he has become a regulation granger, but now that he is married he will leave that part of the work to his servant man. His old office on Tremont street was used as a rendezvous of wheelmen during the day, and he still heartily welcomes any of them that visit him at his new office at 24 Boylston street. The high esteem and honor in which he is held by the wheelmen was shown by the large number of cyclers that attended his wedding reception the other week and sincerely wished him all that good fortune, health, wealth and a loving wife can bring to anyone.

THE fourth annual party of the Ramblers Cycle Club of Chelsea was held in Grand Army Hall last Monday evening when a gay and festive party of wheelmen and their lady friends assembled to do honor to the occasion by dancing from early evening until the wee sma' hours.

THE Somerville Cycle Club party, which was held in Odd Fellows' Hall, Somerville, last Tuesday evening, surpassed all its predecessors both in point of attendance and brilliancy. A delegation from the Charlestown Rovers and the Cambridgeport Bicycle Club were in attendance.

THE Charlestown Rovers had arranged to hold their last club run of the season on Thanksgiving Day, and Captain Benson and Captain Kerrison had arranged to pilot a party of wheelmen aboard the "Squadron of Evolution" in the morning, and through the Maritime Exhibition in the evening of the same day, but fate decreed otherwise, and the wheelmen either staid at home or viewed the Boston conflagration from points of vantage. The cyclists might have expected it to rain on Thanksgiving Day, as Kerrison was one of the managers of the proposed entertainment, and it always rained when he called a run of the Press Cycling Club.

THE Charlestown Rovers, a delegation from the Massachusetts, and many other clubs wheeled to Lynn last Sunday, and viewed the awful ravages of that most relentless monster, "Fire," which in its intense fury destroyed the business section of the "City of Shoes."

NEW YORK.

"HAWKSHAW."

FINE feathers may not always make fine birds, but it is nevertheless true that gorgeous plumages make even homely birds attractive to the eye, especially to the feminine one. In recognition of this fact has grown a peculiar lawsuit, in the South of France. It appears that a wheelman there ordered from his tailor a bicycle uniform, which uniform the knight of the shears agreed to deliver upon a certain date. Now it was the intention of the wheelman to have donned his new uniform upon the date the tailor had agreed to have it ready for him, and then in all the glory of his ornamented person to mount his wheel and visit a young lady, to whom he proposed to offer his hand in marriage. As is usual with tailors, however, the promised uniform was not delivered at the time agreed upon, and the wheelman in consequence was unable to carry out his intended programme. Now this wheelman had a rival, and the rival was not a wheelman, and put not his faith in tailors, so that he had nothing to prevent his going and pleading his case before the fair one on that day, which he did, and was accepted. The wheelman thereupon enters suit against the tailor, claiming that by the non-arrival of his uniform he was damaged to the value of the lost bride. It now remains for a Court to determine the true value of a bicycle uniform as an ornament to a manly form, and to judicially decide whether the fair sex are influenced in favor of wheelmen through their being uniformed. This question thus becomes of vital interest to every wheelman, and if the suing cycler wins his case against the tailor I expect that a prodigious boom in the uniform direction will at once set in.

HERE'S a good story: For some time past it has been the custom of one of the employees of an English steamer running between China and San Francisco, to take with him aboard the vessel, an antiquated old bone-shaker, which from all appearances had been made in the year one. Trip after trip did he religiously carry his wheel with him, and at the end of each run of the steamer did this devoted wheelman, upon receiving shore leave, at once proceed to go off on a journey, accompanied by his wheel. So app rent was his devotion to cycling that many wondered why he did not purchase a more modern mount and discard the old ramshackle one he used,

which had neither beauty nor strength to plead for its continued use. But argument and ridicule were alike unavailing in persuading this modern example of a horse marine to forsake the errors of his ways, and so finally he was set down by all hands as a "crank," and allowed to go his way unmolested, except for a running fire of chaff and ridicule. It is not always those who attempt to pose as instructors, though, who are themselves the most free from the need of education, and so it was in the present case. The wheelman, to use a slang expression, "knew his little book," and knowing it he declined to profit by the well meant attempts at instruction on the part of his advisers. He knew that it was true that the back bone of that bicycle looked more like a section of a stove pipe than anything else, and that the saddle seemed nearer to being a ham than a seat for a rider, but he always replied to would-be instructors that that was the way he liked them, and as he was the sufferer he guessed they had better not bother any more about the affair. Presently the owner of the bicycle sent in his resignation to the steamship company, declaring that he had grown tired of playing sailor. Strange to relate, almost as soon as he ceased being sailor he also lost all of his interest in cycling, and his old favorite bone-shaker remained in the offices of the steamship company uncalled for, until finally it was disposed of amid a sale of unclaimed freight, etc. The purchaser thereupon discovered that what he had taken for a saddle was really a heavy metal case, shaped something like one, but in no other respect similar to the usual seat of a bicycle, while the large back bone, that had always been the cause of so much merriment when viewed by wheelmen, was capable of being unscrewed from the head and converted into a water and air tight steel cylinder. In other words, the entire machine was nothing but a clever means of smuggling opium. When the owner of it arrived in China he had only to take it ashore to enjoy a ride upon, and then proceed to fill up the back bone and saddle with opium, then when he arrived at San Francisco he went through the same performance in passing the Custom House inspectors, to whom, of course, both he and his wheel had become familiar objects, to which no suspicions were attached. It did not take many passages for him to accumulate sufficient profits from his nefarious business to enable him to retire, satisfied with what he had secured without being detected, and he very wisely refused to continue in a business in which eventually he would be detected and punished for. A friend of mine, who at the time this all happened was a secret service officer, detailed to look up opium smuggling on the Pacific Coast, and who is himself a rider, narrated me this experience the other evening, and I have given it to the reader just as he gave it to me, but for fear that some one might be tempted to try and work the same dodge, I had better say, perhaps, that my friend declares that Custom House officers in San Francisco are not as unsuspicious of the harmless bicycle as they were, a fact it might be well for any would-be imitator of the introducer of the above ingenious plan of importing to remember.

CHICAGO.

"THE STROLLER."

If you are a member of the Chicagos attend their next meeting, and watch the animals go round. It will be a circus, and a lively one, too, from present indications, and a certain gentleman to be discussed is likely to find out that he is not yet a member of the three C.s, or the Chicagos will have to decide that their constitution is absolutely void. And if you are a member of the Illinois Club don't miss their meeting for nine dollars. Be sure and be there and watch the operation of vivisection that is to be practiced on a poor little "Birdie." It will be an interesting clinic with surgeons Davis and Sloan as professors of the art, and the Illinois Club as interested students. "Birdie" is to be razzle-dazzled, all on account of that theatre party and those two floral decorations at the same.

The Chicagos have finally moved into their new quarters at South Park, although the grand opening in honor of the same will not occur until the middle of the month.

The Kenwoods have also secured new quarters, and are about ready to take possession of the same. At their next meeting dues will be raised to one dollar per month.

The Illinois in a social line are even exceeding their record of last winter, their athletic entertainment recently being unusually good.

I noticed recently a new company incorporated here, for the manufacture, sale, etc., of bicycles. The incorporators were C. F. Stokes, Chas. H. Seig and A. L. Collins; capital stock, $100,000. What's in the wind now, Mr. Stokes?

The hare and hounds' chase Thanksgiving Day was not much of a success. Lumsden and Thorne of the Chicagos, Riggs of the Illinois, and Pratt of the Lincolns were the hares. Some half a dozen hounds, mostly Chicago men, started in pursuit, but the wind was so strong the scent was soon lost. All met at the finish, and started for home with chattering teeth.

The Washington Club house is one of the nicest places to spend a pleasant evening imaginable, and an outsider is made to feel perfectly at home as soon as he crosses the threshold. Their membership is also steadily increasing.

Editor Miles is still having lots of fun with the "famous seven," whom he considers responsible for the numerous black balls his application received at the hands of the Chicagos recently, and which resulted in the rejection of the same. It is gall and wormwood to Miles to think that after all he has done for the club, that anyone who parts his name in the middle (yes, and even a barber) can be elected a member, while Sam, poor fellow, has to stand shivering on the outside. But revenge is sweet, eh, Sam?

The *Spectator* man of St. Louis is taking unusual interest in Chicago affairs of late, in fact he might well label his notes "Chicago Notes," and in the last copy of the same relieves his stomach of a considerable amount of bile, in regard to the burial of that hatchet, the I. C. C. theatre party, Tom Roe and the famous seven. And I am inclined to think that "Thistle" is responsible for the major part of the notes, as it is a well-known fact that it is a terrible strain on "Thistle's" nerves to see so much good free advertising going to waste on Roe. But for goodness' sake don't say I told you so.

The political pot is beginning to seethe and boil in all the clubs, and new combinations are springing up all the time. In the Chicagos candidates are as thick as flies in fly time, all eager to be struck by lightning. Here's a sample of candidates for the Presidential chair: Thorne, Randall, Langworthy, 2 A. Smith, Field, Bode, W. F., and more to hear from. And in the Illinois Club there are many candidates for the offices of Secretary-Treasurer, Captain and even the Presidency, on which Sloan is supposed to have an iron-clad mortgage. Sloan says no more office for him, but we shall see. Arthur at the present time seems likely to secure the Captaincy. In the other clubs the same thing is true, only not quite as lively at present.

Ah there, Ohio. Who said Ohio was in the lead. My dear fellow, you seem to think that I am predjudiced in favor of Winship over Myers. Well I certainly would bet on him in a race between the two. You say Myers took a header in the inter-club road race, but you fail to say that Myers was behind Winship when he fell, which I understand is the fact in the case. I was the means of getting on the Lumsden-Stone series of races. Perhaps we can have a Winship-Myers series next spring, two track and one road race. I believe "Win" would be willing in spite of that famous mile record of Bert's.

HARRISBURG, PA.

"CYC."

It was the good fortune of myself and President Lusk to be present at the first assembly of the Penn Wheelmen at Reading on Tuesday last. It was a brilliant affair throughout, and the club made itself popular, as were heard the expressions of those present. The Opera House was tastefully decorated with plants, and everywhere could be seen the colors of the club (orange and black), while from the drop curtain was suspended three wheels forming a pyramid, the upper of the three being most prominent because from it shone in gilt letters, "L. A. W." The Germania Orchestra furnished excellent music, and one imagined himself in fairy-land, as he glided smoothly over the dancing floor, with Reading's fair daughters. Although the programme was somewhat lengthy, yet not tiresome, and at its close all wished the evening just begun. The Penn Wheelmen are to be congratulated upon its success, and especially so from the fact that their organization is but a year old. It was my privilege to meet the President, H. C. Boyer and Messrs. Wanner, Weitzel, Reiter, Willson, Johnson, Heilman, Earl and Schmidt, some of his co-laborers, and found all very gentlemanly and ready to make all feel at home. Prominent upon the floor was W. I. Wilhelm and wife. Irv wore his usual smile, though will not content himself until he has another trial at the Lancaster Pike record, which was taken from him by Van Wagoner recently. He tells me that he will take first opportunity to regain it, and by his determined look, I believe he will.

Messrs. Oves and Rohrer have returned from their pedestrian trip, and deny the report that they wanted to commit suicide. They speak in the highest terms of the hospitality of the farmers en route, and the "chores" they did for their meals and lodging as they relate them, are amusing. They covered sixty miles in the six days regardless of the rain, and say they could not have had a better time by wheeling it.

"STAR" of the Porkopolis City, witnessed what is almost daily seen here: Safety riders steering away with their trousers rubbing against the chain, running a risk of not only tearing their trousers, but danger of a severe fall. Several have experienced it, and I know they do not care to buy trousers once a week. When we have a quick trip down in the city from our offices, we sometimes overlook it. A pair of leggings would be a good thing to have at hand.

NEW ORLEANS.

"NOKOMIS."

THE Louisiana Division of the L. A. W. is making great strides toward the century mark. Last year the Division numbered 65 members, while this year it is 87, showing a big gain. Harry H. Hodgson, Chief Consul, has issued a postal card giving the above facts to the members, and asking them to exert themselves and each get a member if possible. This will no doubt stir up the boys, and it is safe to predict that in a very short time Louisiana will have a full fledged Division of one hundred members or more. There are eight applications ready to be sent in at the present writing, which, counting these applications, makes the membership of the Division 95. Harry is working to show an increase of one hundred per cent. in the membership of this Division, which will no doubt be record.

THERE are already twelve entries for the Betts fifty-mile medal. All the fast flyers of the Louisianas are in, and there is every indication that this is not only going to be an exciting race, but that the time made in it will be the Southern fifty-mile record.

THERE being only two entries in the Thanksgiving Day races it was decided to abandon them.

BOGEL'S new nickel-plated-big-rear-wheel-with-his-name-engraved-thereon has been stolen. There is a movement to organize a Sheriffs' posse to search for the wheel.

THE L. C. C. have finally decided upon a uniform. It is to be made of a very pretty brown cloth, trimmed with black braid. Their club house will get along finally.

PEORIA, ILL.

"CYCLOPS."

I WONDER if I dare mention the fact that Bert Myers has again smashed a record without having half of your correspondents come out with the inquiry, "Does Ananias reside permanently in Peoria?" or some equally suggestive remark in regard to the truthfulness of yours truly, but the fact remains, nevertheless, that on Thanksgiving afternoon, after having thoroughly digested the greater part of a full grown turkey, and while the club rooms were full of wheelmen, several of whom held watches on him, Myers mounted the new Buffalo Home Trainer, and spun off a quarter in the remarkably fast time of 15 2-5 seconds, thus beating all previous records 4-5 of a second, unless I am greatly mistaken in the record for a quarter, which, I believe, was 16 1-5 seconds, and I have taken some pains to learn the exact time for a quarter on the home trainer with the above result. If there be any one who can pedal a quarter faster than 15 2-5 let him stand right up and say so or we shall accept this performance as a record. Myers has done a mile on the same machine in 1 minute 51 2-5 seconds, but does not consider this as anything remarkable after having done a quarter at the rate of one minute and three-fifths of a second for a mile. I hope this wonderful performance will dispel all doubt that may still linger in the minds of a few skeptical wheelmen as to Myers' ability to pedal fast enough to cover a mile in 2.13. If my memory serves me correctly, some of your valuable correspondents deny the fact that it was possible for any man to pedal fast enough under any circumstances to cover a mile in 2.13, regardless of the wind that was supposed to have blown him along.

THE Peoria Bicycle Club are rejoicing over the fact that another racing man has been added to their ranks, in the person of L. Masi, a young Swiss, who has recently come to Peoria from San Francisco. Masi is said to be a very fast rider, and I sincerely hope he will prove to be so, as that will make it possible for Peoria to put a very fast team in the field for next season.

TOM ROE and his escort spent Thanksgiving Day in this city. Tom has been having a remarkably hard time of it since leaving Kansas City, and to all appearances is thoroughly sick of his bargain.

THE Peoria Bicycle Club held their first card party at the club rooms last Tuesday evening, and a thoroughly good time was enjoyed by all its participants.

UP to last Friday evening Sherman and McCulloch have been at a tie on the home trainer, for a quarter at 19 1-5, but Friday evening McCulloch run off the distance in 18 4-5, and is now only waiting for Sherman to catch up so that he can set another mark for him.

NEWS AND COMMENT.

A PAPER called *Every Saturday*, published at York, Pa., in the issue of Nov. 30, prints a cartoon, which is remarkable more for its excellent point than its artistic merit. It is entitled: "All Roads Lead to York—But it's Awful Getting There." The roads are represented by seas of mud, in the depths of which are seen men and horses floundering in varied conditions of submersion. One fellow, more long headed than the rest, has taken to a boat as means of navigating these roads (?), and is calmly rowing himself along to his own entire satisfaction and the envy of his bemired fellow-travellers.

OVER 1000 wheels have been sold in the city of Buffalo, N. Y., during the past season, and yet sometimes we are asked by non-cyclers, "Isn't cycling on the decline?"!!

AN exchange speaks of Van Wagoner, McDaniel and Merrihew as being "Western men." Will Rhode Island please make a note of it?

THE essence of good humor was discovered the other day in a Syracuse (N. Y.) wheelman. He was pounding his roadster over the sandstone pavement of South Warren street, near the intersection of East Genesee, when a lady smiled and he raised his hat. Just at this unguarded moment his wheel dropped into a cavity of unusual size and stopped dead still, but the rider did not stop. He tore a hole through space for about ten feet, and then alighted on his hands and knees. "Are you hurt?" was the aggravating question of his lady friend, as the rider scrambled to his feet. Then did his best nature assert itself as he replied, glancing at his trousers and hands bedaubed with mud: "No-o, but I have discovered that we positively need asphalt pavement on Warren street." He was "Warren"-ted in saying so.

OUR correspondent "Salina," from Syracuse, N. Y., writes as follows: "The venerable Syracuse House block is old and it has been old for many years. It can't be destroyed with fire, for that has been proven. It will have to be torn down soon, or it will of itself fall. Now, while the Syracuse Cycling Club is deliberating on a site for a club house, "Salina" begs leave to call attention to the location of the block above mentioned. It seems as if a brownstone front right here would be quite desirable, with a comfortable interior something on this plan: Double parlors in front, with polished floors and rugs, gymnasium in the rear, with bath room and dresser, fitted with lockers, also accommodation room for wheels. Second floor front, library and writing room, dining hall in the rear. Third floor front, card rooms, with billiard parlor in the rear. Elevator entrance on Salina street. This is merely a suggestion to the committee appointed December 2, to look into the matter of a club house."

THUS speaks the Attleboro, Mass., *Sun:* "A bicyclist has no privileges whatever, these times, judging from the way some get used by people driving teams. Within the past few days one man has been thrown from his wheel and narrowly escaped serious injury, while another was roughly jammed against a post on the sidewalk." If the WORLD may presume to correct such a glittering orb as the *Sun*, it would respectfully suggest that the law provides for such cases, and if the sufferers are L. A. W. members all they have to do is to get Chief Consul Emery interested, and then the culprit, between the upper stone of L. A. W. and the lower stone of Law, would be made to appreciate that wheelmen have "Privileges."

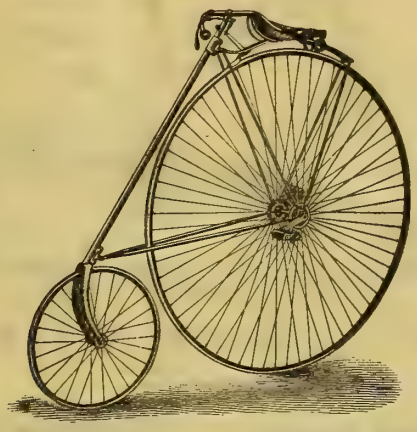
THE results of the meeting of the Racing Board in Chicago next month will be looked for with great interest by those interested in that branch of cycling. We have once or twice essayed to gather some idea as to the views of Chairman Davol on the subject, and if possible foreshadow the outcome of the conference, but the burden of Mr. Davol's replies to our innocent advances has usually been: "My eyes are wide open and my ears are pinned back. In the meantime, wait;" and so we "wait" not at all concerned but that the "results" will be all that we could wish.

THE weather has been so "beastly, you know," in Philadelphia that records could not be attached, and so McDaniel has gone to Newport to combine with Van Wagoner, and try for a tandem record or two.

THE sixth annual ball and concert will be given by the Milford, Mass., Wheel Club on Friday evening, December 13th. We acknowledge with thanks a complimentary ticket to same.

WE have it on fairly good authority that the New York and Manhattan Bicycle Clubs are seriously considering a scheme of consolidation. The New York's membership is 130, and the Manhattan 80. The combine would be very strong.

MR. LOUIS BLOCK, late of Denver, Col., is now a resident of the Hub. Mr. Block has called at our office several times, and we are



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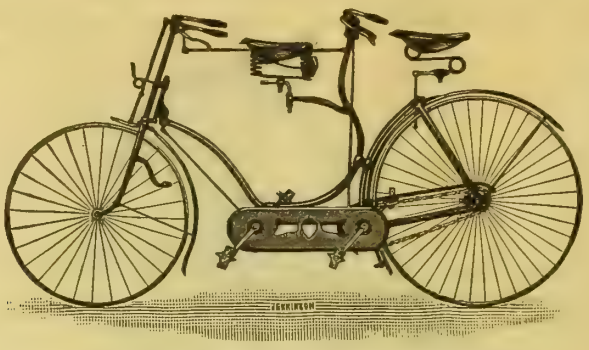
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pleased to believe that Boston is the gainer, though Denver has lost a good wheelman.

Mr. Geo. W. Stevens, of the Coventry Machinists' Company, has returned from England. He will be in this city the early part of next week.

The Bay State Bicycle Club, of Worcester, Mass., gave its annual social and dance Tuesday evening, November 26. About thirty couples were present, and dancing was kept up until an early hour in the morning. Caterer Marshall, during the intermission, served a palatable supper in the dining hall. Music furnished by Kibbe's orchestra.

There is talk among the members of the Syracuse Cycling Club of building a pair of club "bobs," to coast on the ice this winter.

At last! at last!! The L. A. W. members of Pennsylvania, New Jersey and Maryland will find in their stockings a copy of the new road book for those States. It is actually promised by Christmas, and so, gentlemen, don't forget to hang up your wife's or sister's stocking in anticipation of the appearance of the long promised book.

Mr. Geo. E. Lloyd and Ralph Temple sailed from Liverpool, on the City of New York, on Wednesday, the 27th. This ought to bring them to New York by the time this paper goes to press.

The Dorchester (Mass.) Club visited the Maritime Exhibition in a body the other day. A more enjoyable manner to spend an evening cannot be suggested.

The Barnum Gymnasium, at Bridgeport, Conn., a large and handsome new structure recently constructed by P. T. Barnum, bids fair to become quite a favorite resort for the local wheelmen during the coming winter months. Among its many athletic equipments it contains a first-class bicycle track. Wheelmen have been quick to appreciate this feature, and already a large number have joined almost exclusively for the benefit of this privilege.

The Niagara Falls, N. Y., Bicycle Club held open house on Thanksgiving Day. An elegant spread of delicious viands graced a large table in the club's parlors, and about 5 o'clock their large number of guests, among whom were many ladies, did full justice to the club's hospitality. Visitors were received and escorted through the commodious house. Music, cards and other enjoyments were indulged in. In the evening a banquet for club members only was held, making the day's programme a splendid and complete success.

The members of the Genesee Bicycle Club, of Rochester, N. Y., entertained their friends at the New Osburn House Thanksgiving evening, when the annual reception of the organization was held. Fully sixty couples were present and enjoyed themselves until an early hour in dancing out a programme of twenty numbers, ceasing only for a short time at midnight to partake of supper, which was served in the large dining hall.

The Louisville (Ky.) wheelmen are already laying plans for the running of a cycle tournament, in connection with the State fair to be held in that city during the fall of 1890.

"The increase in the use of bicycles is likely to have one good result; that is, the improvement of country roads. We do not care how much pressure wheel clubs bring on the public, to lead them to demand smooth, level roads. We believe money judiciously spent in improving travelled highways is well laid out. One can hardly realize how much might be saved in the wear and tear of teams and wagons, if all our roads were as good as they could be made."—*Canton, Mass., Journal*

"Nostaw" of Bridgeport, Ct., writes us: "The road-sign question is one that should receive much more agitation in the future than it has in the past. Particularly in this, the "Nutmeg" State, for, it is sad to relate, our road-sign system is in a sadly demoralized condition. While riding along the unfamiliar roads of the surrounding country, we are oftentimes obliged to stop at almost every cross-road to inquire of some resident or passer-by which is the right road to take. These stops necessarily cause considerable delay in our journey. If, however, we attempt ourselves to pick out the proper direction, the result is oftentimes disastrous, as we will invariably wander from the direct road and thus have many more miles to cover. And why all this confusion? we ask. Simply because there are no road-signs. In fact, such curiosities are few and far between. At present this matter is left for the towns to attend to, but as the cost is comparatively small, this work would, in my opinion, be much better taken care of by the State or some higher authority. Almost anything will be an improvement over the present system. These road improvement questions are indeed a mighty and national question, and will permit of much deliberation, but let us not forget, that while we must have better roads, we must also have placed before us on our public highways the means of finding them."

The Buffalo, N. Y., Club nominated Chief Consul Bull as Vice President. Mr. Bull was away when the club sprung this well-deserved honor on the gentleman, but on his return, and on hearing of it, he declined with thanks and due appreciation, etc., etc.

The head lines that have constantly appeared in the papers, over the articles in reference to Tom Roe's ride have read in this somewhat cheerful strain: "Tom Roe Lost in the Desert"—"Roe Sprains his Ankle and Knee"—"Tom Roe Lost in a Swamp"—"Roe Snowed Under"—"Roe Faces the Blizzard," etc., etc.

The Iven-Chamberlain and Brinker-Milley tandem race was postponed Thanksgiving Day on account of the weather. It was to take place on Richmond avenue, Thursday, December 5th, at 3 o'clock.

According to a Cleveland dispatch Henry E. Ducker is in for another tournament scheme. He is projecting a circuit for next year to be composed of Boston, Springfield, Hartford and Albany. His plan is to send an agent to Europe to prevail upon all the crack riders of England, Ireland and France to visit this country next spring.

Miss Vietta Hiler is one of Brooklyn's most enthusiastic lady cyclers, having become much interested in the sport this season. She contemplates spending a good part of next season touring on her wheel.

Rumors of "withdrawals" seem to fill the air, but a close inquiry into the facts seems to point out the only "withdrawal" will be after the votes are counted at the February meeting. Immediately following editorials we print some facts as to the possibility of withdrawal on the part of candidates mentioned.

"Hawkshaw" is now over due in his regular warhoop against tights. He probably has never seen a pair gracing the limbs of a Chicago scorcher, and if he did it might be as great a revelation to him as the Western racers were to the Bankers, Campbell, etc. The West produces good straight legs, and bow-legged cyclists are few and far between.—*Chicago Referee.*

The Buffalonians are bound to have a specially-constructed cycle track, and to that end the committee of wheelmen which has the matter under advisement are working tooth and nail.

Some of the safety riders of Syracuse say they will not put away their mounts this winter, but will ride over the snow. That will be a new departure.

A Rhode Islander indignantly repudiates the statement made in our news column last week that Van Wagoner owns Little Rhody or that local wheelmen bare the head and speak his name with bated breath. On the contrary our correspondent avers that they "yell out some slang which he writes, but which to our unsophisticated mind conveys no meaning, but which we should hazard a guess were not of a complimentary nature.

On the evening of Saturday, November 30, the local wheelmen of Cincinnati met at the gymnasium to perfect arrangements for entertaining the Ohio Division meet. A string of committees about a yard long was appointed. The meet will be held on Thursday, Friday and Saturday, July 24, 25 and 26.

The Bridgeport, Conn., wheelmen received a very pleasant visit from ten members of the New Haven Wheel Club, who rode over on their machines Sunday, the 24th. While there they were the guests of the Rambling Wheelmen, who, after showing the New Haven boys about the city, entertained them at dinner at the Wilson House. In the afternoon a delegation from the Ramblers escorted their visitors as far as Stratford on their homeward journey.

The Presidency of the Plainfield Bicycle Club seems to offer exceptional inducements to one with political aspirations; while Dr. J. H. Cooley, late Chief Consul of New Jersey, was acting in that capacity he was elected to the office of Mayor of North Plainfield, which office he still occupies. Mr. Townsend Rushmore, the present head of this club, was elected to the office of Councilman of the Third Ward in Plainfield, on Tuesday, December 4th. He has our congratulations.

The reception of the Bridgeport, Conn., Wheel Club, on the evening of December 13th, bids fair to be a grand success. In addition to their present quarters on Fairfield avenue, they have secured for the occasion four extra rooms. This gives them plenty of available room, as they will then have the entire upper floor as well as two rooms on the floor beneath.

Our correspondent, "Star," of Cincinnati, sends us the following good item: "The following process is said to have been used during the Crimean war, to make the tunics of the French soldiers waterproof: Dissolve in ten gallons of boiling water two and a half pounds of alum, and in a separate vessel, dissolve two and a half pounds of sugar of lead in ten gallons of water. Mix these solu-

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tions, thoroughly saturate the garment in the mixture, wring it, dry it, then wash in cold water, and after drying it is ready for use. This process, if it does not increase the conducting power of woolen fabrics, would be just the thing for a bicyclist's clothes, especially when caught in a heavy dew."

THE Baltimore Cycle Club, Baltimore, Md., gave a Thanksgiving evening dance. About fifty couples were present. While the dancing was in progress Mr. Arthur Cline was giving exhibitions with a phonograph up stairs. The historian of the club, Alfred Gaymeux, came on from New York and was given a right royal welcome. He is composing a "club" song to the air of "Columbia."

WE have to acknowledge the receipt of cards for the dancing party to be given by the Zigzag Bicycle Club, of Buffalo, N. Y., on the evening of December 5th. We are sorry we cannot "present the card at the door" in person, as politely requested to.

SAMUEL G. COLWELL, a member of the Rhode Island Wheelmen, finished his 7000th mile for the season last Saturday, November 30.

THE members of the West Jersey Cyclers, of Camden, N. J., had been looking forward with a great deal of pleasure to a run which had been called by their Captain, to Glen Mills, Pa., for Thanksgiving Day. Owing, however, to the continued stormy weather the roads on that day were in such poor condition (anyone who has ever ridden on the roads about Camden knows that they are bad enough at their best) that the anticipated run had to be abandoned, although one to Fairmount Park was substituted, in which eight of the members participated.

WE are in receipt of a splendidly enlarged photograph of "Jack," on his safety. The size of the picture is 14x17, and they can be secured of R. M. Archer, of Huntington, W. Va., by sending him $1.25.

IN reports of the receptions given Tom Roe, and in reply to the speech of welcome, he is always reported as answering in "one of his characteristic speeches." We have often wondered wherein "characteristic." The explanation is in the following, taken from the Chicago *Herald:* "Tom made one of his characteristic speeches in response—saying nothing."

MR. WM. P. KING, of Washington, D. C., with three friends, is contemplating a trip awheel from Portland, Maine, to Quebec, via Augusta and the Canada Road. Wheeling literature relative to that region is painfully meagre, and if any of the readers of the WORLD can throw a little light upon the character of the roads, wayside accommodations, "bears and Injuns," etc., we will be very thankful.

ON Friday, November 29th, the Maryland Club, of Baltimore, Md., held its third reception. Dancing was the feature of the occasion. At eleven o'clock a palatable supper was served. A large number of guests were present.

ON Sunday, November 24th, four enthusiastic members of the C. B. C. made an attempt to reach Miamitown, but on arriving at the foot of Fairmount Hill they found the dust so deep and so wet that they turned back and went out on the C. W. B. R. R. instead. They rode and rode and rode till they came to a station above which door was painted "188.6 miles." They did not feel tired and were very much surprised that they had so easily broken the record of the Chicago Cyclones. After dinner the return trip was made in a drizzling rain.

ANOTHER good appointment by Chief Consul Brown, of New Jersey. This time it is that of Mr. B. O. Miller, of the West Jersey Cyclers, of Camden, to the office of Local Consul for that district.

THE Rhode Island Wheelmen held open house on Thanksgiving Day and the rooms were visited by many unattached wheelmen and friends. In the evening there was an athletic entertainment and light refreshments. The tug of war was won by Miller's team, notwithstanding the opposing team contained the great Van Wagoner. In the sparring between Messrs. Phillips and Tisdale honors were even. Messrs. Miller and Weld wrestled for half an hour to a draw, each having won one fall. The burlesque sparring match between Sullivan and Jackson resulted in the complete knockout of Sullivan. Taken as a whole the committee, Messrs. Tucker and Rands, are to be congratulated upon the success of the evening's entertainment.

VAN WAGONER broke another record last Monday night from Fall River, Mass., to Newport, R. I., covering the distance of eighteen miles over *very* poor roads in the dark in one hour sixteen minutes with seven dismounts He had already ridden 100 miles during the day, so was not very fresh.

SINCE the introduction of the new piano into the rooms of the Cincinnati (Ohio) Bi. Club rooms, the members of same have discovered that they have several good dancers; Young-Man-Tired-of-His-Ocarina, and Old-Man-Proud-of-His-Brake, however, are said to carry off all the honors.

AS the season advances the attendance at the Maritime Exhibition is increasing. The cyclers of Boston and vicinity seem to be taking quite an interest in this truly unique exhibition.

THE Rambling Wheelmen of Bridgport, Ct., will hold a select sociable in Bostwick Hall, West End, on New Year's Eve. Extensive arrangements are being made by the committee in charge and the affair will undoubtedly be a great success.

"ELNOD," our Providence correspondent says: "Referring to the article in the BICYCLING WORLD of November 22d, I think that Mr. Ducker does injustice to Mr. Bruce. Mr. Ducker says, 'Mr. Bruce in common with most racing men, seems to think that the only work done at a meeting is that by the racing men.' Now I would like to respectfully inform Mr. Ducker that Mr. Bruce was Chairman of the Rhode Island Wheelmen Decoration Day Tournament Committee and gave up his business and pleasure entirely, devoted about three weeks solid time to the tournament, and was rewarded simply by a 'vote of thanks' from the club."

THE Buffalo *Medical and Surgical Journal* has an article on "Roads Improvement" and it urges all physicians everywhere to throw their influence for better highways. The leaven is working, the attention of all classes has been awakened. Let the snow ball of public opinion in favor of better highways be so rolled and enlarged as to defy opposition and thus bring about the great desideratum.

WHAT Christmas present would please "the boy" more than a nice safety bicycle.

MESSRS. VAN WAGONER and McDaniel will attempt to lower the 24-hour record this week Friday or Saturday, December 6 or 7th, weather permitting, and providing a good course can be selected.

A WRITER in a Kansas City paper thus touches off the question of good roads: "It was said, 'all roads lead to Rome,' and if we are wise and are willing to work while it is called to-day for the grand to-morrow, for the benefit of those who shall come after us, for the future prosperity of this wonderful city of the West, it may be said of us as it was said of Rome, 'All roads lead to Kansas City.'"

THE Hyde Park Ramblers give the third private party in Everett Hall, Hyde Park, on the evening of December 11. We acknowledge with thanks the invitation received to be present.

WHAT in the world would become of our good friend *Wheeling* if George Lacy Hillier were to die? We whack "good old Jawrge" occasionally, but a page of *Wheeling* would scarce be complete without a complimentary (?) reference to G. L. H.

TOM ROE.

THE Chicago *Herald* tourist, Tom Roe, arrived in Chicago Monday, December 2d, at 2.13. He left San Francisco September 23d, and it was his intention to try and reach Chicago about the 15th to 17th November. The story of his journey has been one of continuous difficulty. In the early part of his ride he fell and hurt his knee and ankle to the extent that he never recovered, but suffered more or less pain and discomfort during the whole period of the trip. Then the elements declared war against Tom, and the history of the weather was rain, snow, mud, with pleasant variation of flood and gales.

We do not think Mr. Roe will attempt the feat again, and while he did not finish within some ten days or two weeks of the schedule time made out, he claims to have beaten Mr. Stevens' time between the two cities. It must, however, be remembered that Stevens did not ride for record time. As to whether the results of Roe's ride justify the effort and expense, Mr. Roe, his friends and the Chicago *Herald* can only say.

A FALSE ALARM.

THE New York *Star* of the 29th had the following sensational heading: "Bad News for Bicyclers," and under the caption printed the following: "Captain Beatty and his command were instructed by the Board to enforce strictly the regulations governing riding and driving in the park. The question of bicycle riding and coasting in the park was also discussed, and it was decided that neither would be allowed hereafter."

The same paper of the 30th has this correction under the caption "Good news for Bicyclers; "Secretary Burns of the Park Board explained yesterday that the Commissioners had no intention of excluding bicyclists from roadyways in the park, as intimated, but Captain Beatty had been instructed by resolutions passed by the Board meeting, held on Wednesday, to simply enforce the regulations concerning the speed of vehicles, which is limited to eight miles an hour. There was no reason why bicyclers should be allowed to indulge in a higher rate, or the still more dangerous practice of coasting, which means permitting their machines to run down hill without having the brakes under control."

THE "AVERAGE FARMER'S" POSITION.

To an enthusiast it is positively dispiriting to see the position that the average farmer takes when confronted with the question of the improvement of the highways. The late road race from Buffalo to Rochester brings several suggestions to the surface. And right here we may class the road from Buffalo to Rochester as one of the first importance, it being the highway between three large cities, and passing through a score of villiages and all in a section that has long been settled, and the road has long been worked (but scarcely improved); truly in the aggregate what a waste of time and what present results! To our mind the present system of road making is about as reasonable as the farmer who would go into a certain field each season and mow down the weeds. He would then sow his clover and Timothy broadcast, but the succeeding year would simply bring forth weeds. He must get at the roots if he would exterminate the weeds, so must he build a good foundation in his road bed if he would avoid the continual ruts, slush and knee-deep mud to be found in our present highways. The above road, I have said, is an old one, and it is a main road, and much time and labor has been expended on it; considerable of the distance is graveled, and yet there isn't a wheelman who will go in ecstasies over it o rave as to its merits. When will the farmer be aroused to that same opinion and feeling possessed by the wheelman? When will he discover that his labors in this direction are largely mis-spent and in vain? ALI BABA.

Buffalo, N. Y.

A BERKSHIRE BREEZE.

IT would be hard to find on this side of the ocean, a territory of equal area which can boast of more or better roads than the county of Berkshire. Massachusetts.

One hearing of the "Berkshire Hills," so called, justly famous as they are as summer homes for the best and most wealthy people, for their beautiful scenery and pure, bracing air, would hardly think of this region as one well adapted to wheeling, yet such is the case. It may well be called the "wheelman's paradise." Hills there are to be sure, and hills in plenty too, but between and among these hills are valleys, long and level, and blessed with as fine, hard gravel roads as wheel need ask to press.

This is especially true of the valley of the Housatonic, through which one may ride for twenty-five miles without a dismount, over roads as smooth and hard as a floor, and almost as level, some of it macadamized, and all through the most varied scenery of hill, mountain and river of surpassing beauty.

Right in the midst of this finest of fine regions is the village of Great Barrington, now well known as a summer resort, and growing yearly in popularity. Favored with such exceptional advantages it is not strange that a remarkable interest is taken in cycling here. Although we have, as yet, no regularly formed club, still wheeling has not been indulged in to any great extent for more than two years, and judging from the increase of the number of riders during the past season, we think it safe to say that not another year will pass before we shall support a large and thriving organization. Where there were three years ago no more than half a dozen very moderate riders, we now have a number which we are sure will compare favorably with that of any other town of its size, and several very good long-distance men.

Three bicycle agents keep things lively in the way of competition and draw in all the doubting ones; there are wheel riders of all ages from the very youthful to the elderly and dignified but eminently sensible pastor of our largest church, and "those who know" are confident that more bicycles will be sold here next season than ever before, and the indications certainly point that way. If new riders keep springing up as fast as lately the whole town will evidently soon go a-wheeling.

We are on the main road from Hudson, one of the finest turnpikes, nd the old stage route from Springfield, and touring wheelmen are more and more realizing how complete a ride it is through this region and many have favored us with a visit the past season.

However, we are of the opinion that many are deterred from taking this route because, by errors in the road book the distance from Pittsfield to Hudson is given as about fifty-six miles, when it isn't more than forty-nine, and the "three mile walk over the mountain" spoken of dwindles down to from one to one-half mile to the ordinary rider.

Brother wheelmen, when you take your tour next season, come to Berkshire, and you will find my description not in the least exaggerated. G. T. B.

CORRESPONDENCE.

[The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]

MR. BULL ON ROADS IMPROVEMENTS LEGISLATION

Editor Bicycling World: In the official columns of the BICYCLING WORLD AND L. A. W. BULLETIN of November 22d, 1889, is a communication from President Luscomb, "to the L. A. W.," stating that "after months of careful consideration (the opportunity, now for the first time this year presenting itself) it has been determined to enter upon a comprehensive project for the improvement of highways," and also stating that "there will be a joint conference of the Executive, Rights and Privileges and Highway Improvement Committees in New York, on December 7, 1889, when the States to be selected, the character of the bills to be presented, and the method of conducting the campaign, *will be fully decided upon.*" As Mr. Luscomb in his communication has invited suggestions, and as I have, in an interview published in your paper ventured the assertion that his policy is not in accord with the policy adopted for this State, I think it only fair to him that I should state in what manner the policies are not in accord, and why the impetus of the highway movement in this State is liable to be checked or embarrassed by the announcement of a separate and conflicting policy on the part of that general body.

While I have some doubts as to its being *good policy* for the national organization to introduce a bill in any one State as coming from it. I positively believe that it is *bad policy* for it to introduce bills simultaneously in nine States, for by so doing it divides the moral and financial strength of the organization. If after introducing these nine separate bills in so many States, it should be discovered that there was a fair fighting chance of securing the passage of the bill in one or perhaps two States, while there was no hope in the others, it would be very likely to seriously cripple the League for future work to withdraw its support from the latter States, and concentrate all its energies in those States where there was some hope, but where only by such concentration of forces could success be assured. If the national organization is to take the responsibility of this matter, my belief is that it would be much better to introduce a carefully prepared bill in one or perhaps two States where the League is strongest, and where such a bill would have the greatest chances of success, and then by rallying all the friends and supporters of this policy of Road Improvement to its support, secure its passage, and so get a sure foothold for this reform. When once it is inaugurated in one or two of the leading States, it will be a comparatively easy task to extend it to other States. The result of this policy can be seen in the history of the "Liberty Bill." The New York State Division prepared and secured the passage of that bill, which was the first of the kind to become a law. Since then, though but two years have passed, other States have followed our lead and placed similar statutes upon their books, and I am now receiving inquiries in regard to it from still other States.

But I believe this whole matter could more safely be left to the various State Divisions to prepare and introduce the necessary bills. Of course they will need and should have the support of the national organization, but that body could make its influence and power most felt by concentrating all its forces in those States where it has most chance of success. When you go gunning for big game you load with ball and not with bird shot, and so it does seem to me that the League loses much of its effectiveness by trying to scatter over too much territory at one time. And again, if the State Divisions are left to inaugurate the movement, the proposed bills would be drawn by men within their own borders, more familiar with their laws, more cognizant of the needs and requirements of their own States, better acquainted with their public and influential men, and more able to bring to its support those elements necessary to its success than could possibly be the case if the

whole matter is to be done by the hand of the national organization. Beyond all this, it is worse than useless for us to present any bill to any Legislature which is not the product of careful thought and painstaking labor, and after thorough examination of the existing laws and customs in that State to be affected. While I have not the advantage of a legal education, as has the worthy President, yet speaking from a layman's point of view, it would seem to me that the preparation of a bill changing the entire policy and practice of a State in so important a matter as its public highways, and involving the collection and expenditure of millions of dollars, would require long and careful study and examination at the hands of an able lawyer. To present to a legislative body, and ask them to adopt a bill which has been but hastily prepared, would only weaken, if not destroy, our influence.

In adopting any line of policy looking to the betterment of the highways, we should be careful to avoid all appearance of asking legislation *as a class*. In other words, we should thoroughly impress upon the minds of the people and their reprentatives, that what we ask is not only a benefit to wheelmen, making the *enjoyment* of their *particular sport* more easy and attractive, but that we are aiming to accomplish that which will prove a lasting benefit to all citizens, rendering not only their pleasure more enjoyable but their burdens much lighter. The Massachusetts Division not long since were quite deeply impressed with the policy of avoiding as much as possible the error to which I have alluded in their efforts to pass a bill through their State Legislature but in which they were defeated principally through the prejudice aroused by the belief that they were selfishly seeking to benefit only themselves at the expense of others.

In view of this, it is to be regretted that in the otherwise valuable little pamphlet issued this year by the National Improvement of Highways Committee there should have been allowed to creep into the book, as an introduction to one of the most practical articles the following statement: "Any suggestions for the better construction and maintenance of our public highways may seem to come with poor grace from wheelmen, because, while asking for smooth roads, they, as a class, contribute nothing to make or maintain them, but if their advice seems obtrusive, they make this excuse, that if they pay no road tax neither do they cause any damage. A good roadway is equally beneficial to all vehicles, but theirs is the only one that causes no 'wear and tear' of the road. As bicycle travel is almost exclusively confined to the summer and fall months, when such out-door exercise is most enjoyable, all that they especially desire is a fairly firm and smooth road in pleasant weather." It is evident from the above that but for the one fact (?) that wheelmen cause no damage to the roads, they in the opinion of the writer of that article, would not be at all justified in making "any suggestions etc.." If that be the view taken by one so intelligent and unprejudiced as the author of that statement, we cannot be surprised if the public generally should be somewhat imbued with the same fallacious idea. The committee have by publishing and distributing this book been unwitting instruments in the dissemination of this notion and put into the mouths of many the argument which we will surely be called upon to meet. Colonel Albert A. Pope in his recent able address before the Carriage Builders' National Association at Syracuse, takes, in my opinion, the right view of the matter and states the true position of the wheelmen in this work: "It is true, that in a certain sense the bicycler is not so dependent as the man who drives his carriage or road-wagon on the quality of the roadway, for he can pick his way with much greater facility. Wherever there is a hand's-width of level way there he can easily pass. He can turn from left to right with wonderful ease and quickness. He can even take to the sidewalk and so escape many ill-conditioned places which the driver of carriages cannot. *Nevertheless, I feel that our interests and yours in good roadways are equal and identical, and I am here to pledge our heartiest co-operation with you in any practical measure looking to the improvement of the roadways of the country.*'

As an instance of what is being done, see the work of the League of American Wheelmen, in the appointment of its highway committees, the issuing of road books and maps, the pressing forward of legislative bills, and lately in the publication of a comprehensive little manual on the making and care of good roads, a copy of which I shall be glad to have forwarded to any one who may care to send me his address.

Work of this sort can well and profitably be undertaken by the Carriage Builders' National Association. With all the great resources at your command you cannot afford not to divert a small percentage each year, beginning right now, toward helping along in the good work, and it impresses itself upon me most strongly as a part of your most urgent duty toward yourselves, to appoint at once, if you have not already done so, your committee on highways, clothing them with power to do some practical work, and giving them under reasonable limitations, at least, the approach to your treasury. A moderate amount of money judiciously expended in educating the people up to their needs and best interests, in showing them how their roads are, and how they ought to be, and how to go to work to make them so, could not be put out at better interest."

In order not to lay ourselves open to the charge of seeking such benefit merely as a class—as wheelmen only—I think that wherever possible we should endeavor to unite ourselves with other interests, and so avoid the charge of selfishness which may be brought against us.

In our own State we are very fortunately situated in this respect, for we have an association known as the New York State Roads Improvement Association, which was organized by Mr. George R. Bidwell, my predecessor, and Mr. Isaac B. Potter, Chairman of our New York State Division Improvement of Highways Committtee. The New York State Division formed the nucleus of this association, and it now has a membership of 20,000, including many prominent and influential men.

The object of this association, briefly stated, is to improve the public roads of the State of New York. To this end it is proposed:

First—To publish from time to time such circular information as will increase the knowledge of the public and stimulate its interest concerning the advantages of good roads and the manner of constructing and maintaining them.

Second—To procure, by appropriate legislation, a change in the present laws governing the construction and maintenance of the public highways, thus being identical, as far as they go, with the objects of the L. A. W.

Mr. I. B. Potter, the Secretary and counsel of the association, was employed by that association to draft a proper bill, and after giving much time and research to the subject of highway improvement extending over a period of nearly two years, has practically completed a bill for introduction into the Legislature of this State at its next session.

This bill will doubtless meet the requirements of this State, as the work upon it has been thorough and careful, and if it shall receive the active support of the organized wheelmen in this State, we are very hopeful of success.

W. S. BULL,
Chief Consul New York State Division.

MR. DUCKER ON THE RACING QUESTION.

Editor Bicycling World: The growing interest in bicycle racing, as evinced by many of the most prominent men in the L. A. W., coupled with the desire to have the League exert its influence in behalf of racing, would seem to indicate that the revival of the sport was close at hand, and bids fair to outdo the famous racing days of 1883, 1884 and 1885. It is with pleasure that I read Chief Consul Bull's letter regarding the running of one championship; that such a scheme is practicable is beyond question. That it would result in benefits to our organization, none can gainsay, and, finally, the Chief Consul of the largest Division has hit the nail square on the head.

Mr. Bull invites a full and free discussion of his plan at an early date. Nothing would please me better than to enter into a discussion of the merits of his plan, but to me Mr. Bull's ideas seem so sensible and business like, that there is only one side to the question, and that New York's Chief Consul has so ably expounded that there is very little left for the rest of us to say, and that can be said in a few words. I heartily endorse the views of Chief Consul Bull on the Championship question, as set forth in the BICYCLING WORLD of November 8, 1889.

While on the racing question, why not abolish the farce which we have kept up for the past few years and which is a great detriment to the League? I now refer to the amateur definition, as regards membership in one organization, for to-day many are the clubs that would join the League only for the fact that they have a valued member who is a professional, not always in cycling, but in some other sport. Abolish it, I say, only as regards membership in the L. A. W., and then the Racing Board have the power to control racing as it should be, and to expel members who, by any act, disgrace the sport. As it is to-day, a few professionals can get together and sell the public or put up a disgraceful job, and we, as wheelmen, cannot disown them, so the sport as a whole suffers in consequence. Were they members, we could publicly disown them, expel them from our tracks, and then by our actions show the world that we are in no way accountable for such actions.

Take, as an example, Morgan and his aggregation now on the Pacific coast, travel the country over, giving race meetings, advertising as being held under L. A. W. rules, and at which amateurs who are members of the League are allowed to compete. When such things are allowed to exist, is it any wonder that the growth of the League does not keep pace with the growth of wheeling?

Let us be men and use horse sense. Take all men into our folds, expel and disown all that are in any way a disgrace to the wheel, enforce our amateur laws in a strict way, making the tempter, as well as the man who receives the money, a professional. What is the difference between them, for is it not an old saying in law that the accomplice is as bad as the thief?

Give the men interested in racing a chance. Abolish the amateur definition as regards membership, adopt Chief Consul Bull's scheme, and all will be well, and the League prosper, which is the wish of every true wheelman. HENRY E. DUCKER.

Canton, Ohio, Nov. 18, 1889.

THE OHIO DIVISION IS "ALL RIGHT."

Editor Bicycling World: In objecting to some remarks of "Star" on the League and Legislation, Mr. Guion R. Wilson of Baltimore, whose L. A. W. membership dates from October 11 of this year, *mildly* suggests that the Ohio Division should go and do likewise.

The word legislation has a very seductive sound which captivates the novice. It tickles the vanity of a League member to think that he and his 11,834 fellow members are about to compel the 70,000,000 inhabitants of the United States to make and keep better roads!

The Ohio Division has not been as idle as Mr. W's. remark might lead one to suppose. A subscription was raised last winter to enable the Division to support a road bill which was introduced into the Ohio Legislature. The bill was defeated, however, and the Division realized that any further attempts in that direction would be useless unless the movement was backed by a healthy public sentiment.

The present officers are therefore not burning any red fire. They do not expect to turn the Ohio river up stream, to set the world on fire, or to do anything particularly startling. They have been quietly at work getting their forces organized, and when that work is completed they intend to try to build up a public sentiment in favor of better roads in Ohio. Very respectfully,

WILLIAM D. KEMPTON, M. D.,
Sec.-Treas. Ohio Division L. A. W., Cincinnati, O.

MR. CHARLES H. LUSCOMB AS A CANDIDATE.

Editor Bicycling World: The announcement that Mr. Charles H. Luscomb is again seeking the office of President of the League, is one which I believe every loyal wheelman has reason to deplore. The "rank and file," unfortunately, cannot decide between the candidates; but I propose to give voice to my own protest and to that of many of my fellow wheelmen, by showing, as well as I can, the short sightedness of any proposition which looks to the continuance of Mr. Luscomb in office. The question of ability is not alone the one to be considered. Ability is not fitness, and "bigness is not greatness," though upon this point we all know that the League contains many members who are easily the peers of Mr. Luscomb in point of executive capacity. I have read with interest the interview in your last issue, in which Chief Consul Bull tells you in a mild way of the "disintegration of forces" in his own State, and, reading between the lines, it is easy to see that, notwithstanding his personal friendship for Mr. Luscomb, he is alive to the fact that Mr. Luscomb has inspired a personal hostility to himself and his administration, which has ruined his chances of ever making a successful President. In New York and Brooklyn, where Mr. Luscomb and his methods are well understood, he is almost universally disliked among wheelmen. This dislike is so outspoken as to lead to the withdrawal of several hundred members of the League since Mr. Luscomb's election—a fact which is only the more conspicuous when you remember that the vigorous work of Chief Consul Bull has resulted in a gain in all other parts of the State.

When Mr. Luscomb was first brought out as the candidate of the star-chamber conference about a year ago, Mr. "Frank" (at that time with a small "f") Prial sounded the popular sentiment in an editorial in which he said (see *Wheel* of January 11th, 1889.) "It is now no secret that the coat of immaculate kalsomine applied to Charles H. Luscomb was but preliminary to nominating him as a candidate for the Presidency. * * * So it has come to pass that while Mr. Luscomb has-over ridden all laws of propriety and committee etiquette, that while his club refuses him its Presidency, and while the great mass of at large League members do not want him he will be nominated for the highest office in the League. He is * * * stiff, angular, unadjustable, irritable and overbearing." I am sorry that the patience of the long suffering 'at large wheelmen" as Mr. Prial terms them, should have met no greater reward (up to that writing) than the political summersault on the part of Mr. Prial himself; but I doubt if the popular sentiment which he so strongly expressed a few months ago has been in any way dissipated by his change of front; or that Mr. Luscomb has increased in favor by the "angular, unadjustable and overbearing" ways which seem to characterize many of his official acts. A man's personal qualities are only important to us when he submits himself as a candidate, to the inspection of the multitude; but in view of the wide spread dissatisfaction with which League affairs have come to be regarded, it behooves us to have a man at the helm whose personality commands support and whose methods will tend to unite our forces and carry enthusiasm into the proper work for which the League was organized.

Fraternally yours, "LONG ISLAND."

"FOR HE'S ONE OF THE—LARGEST."

Editor Bicycling World: The article published in the last issue of your paper, (Nov. 22d), headed, "Nominating Mr. Mott," contains so many errors that it demands correction, and proves "I—a member of the largest club in the League, and Representative in the largest Division," (wonder if all this "largeness" was "born" in, "achieved," or "thrust upon" him?) either knows little of League history and statistics and must be excused on a plea of ignorance, or, if otherwise, it is certainly a good thing he signed the effort in full, "Charles E. Gates, Buffalo, N. Y.," or it would likely pass as that of a professional political roorback writer, directed by that individual mentioned in Holy Writ as the Father of—mis-statements. He first asserts: "When Dunn was Chief Consul of the Ohio Division that Division ran behind in numbers," etc. On July 23d, 1888, near the close of Mr. Dunn's Chief Consulate, the rolls showed 831 names—the largest list ever turned over to a successor by any Chief Consul of this Division; and although we usually have an efficient Board of Officers, this number bids fair to be high water mark for some time to come, at that time in the year. "Comparisons are odious," and especially so when not based upon facts.

"Again, the West has had many leading officers of the National body, and as yet the South has had none." It seems that he quietly ignores our present worthy National Treasurer, Mr. W. M. Brewster, whose address in the same issue of your paper reads: "309 Olive street, St. Louis, Mo.," surely below Mason & Dixon's line.

"There are scores of as able men as those on the National Board who should have a turn occasionally, and, *with the exception of the present President*, all have held offices on the National body time and again," etc. While not questioning the ability, (and may add inclination, also), of many League members to fill the various offices, I would ask why the "present President" is excepted from the list of those "who have held offices time and again," as all know that Mr. Luscomb has served with credit upon standing committees, etc., in the National body for years past.

"And what has he (Dunn) done for the good of the League?" If this conundrum had been made "what has he *not* done," it would hade been harder to answer, for, with all due respect to a long list of efficient League officers, no one informed on the subject can point to a man who, in all positions held by him, has judiciously expended more time, energy or money to advance League interests than the said James R. Dunn; and the fact and result of his labor is none the less known, even if quietly performed without a flourish of trumpets by himself or friends.

The importance of the Roads Improvement question is fully realized, and if, as we trust, there is more truth in the "personal" biography, which modestly (?) forms so large a part of the article under discussion, than there is in the political portion of the same, we would be glad to name and support the (self-confessed) "hustler" in that field of League work, Mr. Gates himself for President, but as he so emphatically protests against delegates acting contrary to the desires of their constituency, the Ohio delegation will certainly have to support and vote for Mr. Dunn this time, that being the unanimous wish of the Division we represent.

Canton, O., Nov. 27th, '89. Fraternally, "No. 2719."

WHY IS MONEY CHARGED TO ENTER AMATEUR RACES?

IN answer to Mr. Ducker, I would say, taking his *first* argument, that it is evidence of good faith. That is very good so far. My plan allows of this:

Second—To enable managers to judge the number of competitors who will be at the meeting (my plan also allows of this). For I say charge an entrance fee as large as you may wish, but refund it to those that start and finish in a race.

Third—To keep out that class of men who like to see their names in print, and that only. The old adage that the fool and his money soon parted applies to this argument, for if a man is fool enough to only want his name in print he is fool enough to part with his money and pay for it.

Fourth—This one for want of an argument is like unto the second—That the racing man himself can look at the list of entries and see who his competitors are.

The words "racing man" in the fourth take the place of managers in the second, one could be used for both the manager and the racing men. Therefore the above argument is no argument at all.

Fifth—The last but not least, Mr. D. says if the prizes are not worth entering for and paying a fair entrance fee there is no law which compels him to enter, and again all men should pay a fair entrance fee, that he may have an interest in the meeting, and he cites a case of a man's pocketbook as his heart, etc., etc

I would say that this is the only argument used yet, and this a feeble one, for he claims that a man ought to pity the management and do everything in his power to help the manager, even to the extent of helping to pay for prizes that perhaps they exerted every nerve in their body to win.

It's the sport they ought and do enter for, but if prizes are given, *give* them, as it is a poor rule that does not work both ways, inasmuch as racing men get no money for a prize, why should they be made to pay out money? As Mr. Ducker says, the greater the risk the larger the profit; same case here. Doesn't the racing man risk life and limb for little enough? Didn't the Dorchester Club sacrifice a life in trying for a (perhaps) pewter cup? Over the lengthy article of our friend in last week's WORLD appears an article headed, "Death from over Exertion" of Ellis B. Freatman, age twenty-eight. Would the entrance fee be a fair exchange for this *man's life?*

The racing man, Mr. Ducker seems to think, ought, in order to attend races, perhaps risk his position in business (for the racing men have to live as well as the managers), keep in training all summer, deny themselves a lot of good times, keep a road wheel and a racer, either pay a trainer or have some good obliging friend to do the act, and last stand ready at all times to rush to the support of a race meet, that is paying some man a large salary supposed to have managerial ability.

I wish to protest at the statement made by Mr. Ducker that I belong to a class of men that want some one to pay their expenses, and the manufacturer to give them wheels, etc., but I beg to say that I always ride the wheel I like best, and in every instance have paid for it myself.

Also as Mr. Ducker has been personal in his remarks he cannot but allow me the same privilege. He avers that a manager works five hours to a racer's one! Well what if the manager does work five hours to the racer's one. He gets paid for it, or that is Mr. D. did at Buffalo, and I do not think he would take hold without the assurance of a good fat salary.

And allow me to state that I know something of tournament work as I gave three weeks night and day almost, to getting one up. We had a down pour of rain, gave one thousand one hundred dollars in prizes and had more than enough to pay back the entrance fees (but did not, I am sorry to say.)

He cites also where the amateur scooped in some $800 in prizes. It was a poor race meet without handicaps, and if it did have handicaps it was *very very* poor handicapping to let one man scoop all the prizes, as this one must have done.

The majority in favor of returning entrance fees would be strong, and those that voted to the contrary you could name from memory

I do sincerely hope that the outcome of this controversy will be that at the meeting of the Racing Board it will be decided to have a rule directing the return of entrance fees as I suggest.

Providence, R. I., Nov. 30, '89. B. TAYLOR BRUCE.

THE BUFFALO RAMBLERS.]]

Editor Bicycling World: I regret exceedingly the feeling that seems to prevail among the Ramblers against the L. A. W.; the feeling is so strong, in fact, that the club's resignation from the League would be no surprise. At the time of the recent State meet in New York City, the general opinion among the Ramblers seems to have been that, the club being one of the largest, if not the largest, in the League, and having been a League club for over three years, they were entitled to a representative to the National Assembly, and accordingly instructed their representatives to use every honorable means to elect F. C. McChan, a man in every way worthy and deserving of election, as a representative to the National Assembly. When word was received that they were (to use a common phrase) "knocked out," L. A. W. stock fell 50 per cent. below par. I was in hopes, at the time, this feeling would cool off, but "nary a cool;" the fire has been quietly kept burning. What will the result be?

[If, as our correspondent says, the Ramblers Club is "one of the largest, if not the largest in the League," we would respectfully suggest that they show their strength in voting, assert their power as a large League club, *make* themselves felt as a power in the Division. They can do it, if they will only set about it. Stay *in* the League, gentlemen, and by virtue of your voting strength compel the recognition which you think is rightly yours.—ED.]

I might say with "Toney:" "Phenomenal in the history of cycling clubs has been the growth of the Buffalo Ramblers Bicycle Club, which to-day is known through the length and breadth of of the country as one of the leading organizations of these United States.

At the recent Ramblers' theatre party the club badge was presented to Francis Wilson. In acknowledging the same he writes: "Nothing you could have presented me would have pleased me half so much as the beautiful emblem of your association, and I regard its presentation as a high mark of esteem, ever to be retained as a faithful memento of your jolly good will."

Election of officers for the year '90 will take place the 10th of December. A hard tussle is in store for McChan, Laub and Gibson, candidates for Captain. MERCURY.

RACES AND RECORDS ON ROAD AND TRACK.

[NOTICE.—Those who send us in reports of races will oblige us by seeing that initials of competitors, handicaps and time in full, ARE GIVEN IN ALL CASES.—ED.]

AT WILMINGTON, DEL.—The bicycle races by members of the Wilmington Wheel Club and the football match between the Delaware Field Club and the Warren Athletic Club, both local organizations, at the Union street grounds, Wilmington, Del., Thanksgiving Day, were attended by 600 people. The field was a mass of mud and water, and this precluded fast time being made by the bicyclists. The races resulted as follows:

One mile (scratch)—S. Wallis Merrihew, first; W. C. Seeds, second. Time, 4.39.

One mile—four minute class—T. E. Jefferis first; Albert Jefferis second. Time, 4.45.

One hundred-yard slow race—Z. H. Copeland first. Time, 2.10.

One lap—One-legged race—T. E. Jefferis first, W. C. Seeds second. No time taken.

Three-fifths of a mile race—W. C. Seeds first, S. Wallis Merrihew second. Time, 2.25.

AT BURLINGTON, N. J.—Representative wheelmen from all parts of the State were in attendance at the Burlington wheelmen's semi-annual tournament held in the rink building, evening of Tuesday, November 26. The races were closely contested and exciting, The first, a five mile contest for a gold badge, was won by Robert Southgate, of Smithville. In the two-mile race Gus Weber of Burlington, captured the first prize, and Edward Roe, of Philadelphia, took the second. Both prizes were gold medals. The obstacle race was won by William W. Taxis, of Philadelphia.

AT NEW YORK.—The second annual races of the Manhattan Bicycle Club of New York were held on the Kingsbridge, Yonkers course, Thanksgiving Day. Despite the heavy rain of Wednesday and Thanksgiving morning, the course was in fairly good condition but fast time was out of the question, owing to the strong wind that was blowing. The races were started at 11.30 A. M., the two-mile handicap, in which there were twenty-eight entries, being run off first. Ten men started, and they remained well bunched until within a quarter of a mile from the finish, when a hot finish ensued between C. E. Clemens, E. J. Keane and F. Howland, the former, with twenty-five yards handicap, winning in 8 minutes; F. H. Howland, 100 yards, second, in 8 minutes 1-5 second, and C. E. Clemens, 25 yards, third, in 8 minutes and 28 seconds.

In the ten-mile handicap race there were twelve starters out of the twenty-two entries, and the race proved exceedingly interesting, being closely contested after the first five miles by Messrs. Howland and P. and E. Keane. After a very exciting finish, F. H. Howland with four minutes handicap, won in 43 minutes; E. J. Keane, with 30 seconds, second, in 43 minutes and 15 seconds; P. G. Keane, scratch, third, in 44 minutes. The best actual time was made by E. J. Keane in 43 15.

The prizes consisted of medals and jewelry, and were very handsome."—*Sun.*

AT LAWRENCE, KANSAS.—The first annual races of the Lawrence Wheelmen were held under favorable conditions November 22d. The championship was won by R. C. Manly. In the

evening a smoker was held in the club rooms, supper being served in an adjoining restaurant.

AUSTRALIA.—Last October Mr. Geo. R. Broadbent lowered the Australian hundred-mile road record to 6h. 57m. He was accompanied by Mr. F. Tilley, who at the 80 miles fell, and bent his pedal pin so as to delay him for repairs. Notwithstanding this misfortune Mr. Tilley finished only about two minutes behind Mr. Broadbent.

AT PHILADELPHIA, PA.—On Friday morning, Nov. 29, J. H. Draper, of the Pennsylvania Bicycle Club, started for the local twenty-four hour record. He covered the first hundred miles in ten hours five minutes. When he quit at 11.30 that night he had 150 1-2 miles to his credit, breaking the previous record of 145 miles, held by McCurdy, one of the South End Wheelmen. B. F. McDaniel, however, having signified his intention of going for this record at the first favorable opportunity, determined that as he was in particularly fine condition on Saturday night (he having gone to bed at two o'clock Friday night, and had no sleep Saturday night), he would made the attempt next day. Started at 1.30 A. M. from the Pennsylvania club house, and riding steadily until 6 o'clock he found thai he could no longer endure the great loss of rest, consequently he snatched two hours' sleep. S. W. Merrihew then joined him, and took him along until 11 o'clock, when H. Crowther and his son, H. Lindley Crowther, joined them, and paced until 1.30, when he took dinner near the club house. At this point his cyclometer registered 97 1-2 miles. Here Draper, stiff and sore from his Friday's ride, took up the running, Merrihew quitting after having ridden 51 1-2 miles with him, Draper rode for 73 miles, until supper time, when he had to give up. A short rest was taken by McDaniel at this point, where his cyclometer registered 138 1-2 miles. Feeling much refreshed he started out at a rattling gait, running along Diamond street out to the Park and out Broad, taking several of his pace makers off their legs. From seven until eleven Messrs. Bailey and Schell, of the Century, and T. S and L. M. Zell, with young Crowther (the latter, by the way, being but fourteen years of age, and riding with him for forty miles) paced him alternately, the three latter quitting at 11.15, cyclometer reading 180 miles. It became evident at this stage that he would reach the 200-mile limit, which he had laid out, and Mr. E. O. Snow carried him along to a fine finish from this hour, riding over twelve miles between 12 and 1 o'clock. Mr. Snow showed fine judgment in his pace making, and thus encouraged McDaniel finished at 1.20, with 201 1-8 miles to his credit.

During the day the South End Wheelmen were discovered to be going for the same figures.

After skirmishing around all day to obtain the result of the South End's efforts, I was late this evening through the kindness of a club member furnished with information that E. G. Kolb and C. A. Dimon had ridden 205 miles for the twenty-four hours, a fact which I was unable to authenticate before mailing my notes, and which was received by a number of club members *cum grano salis*.

Philadelphia, December 2, 1889. "ARIEL."

LATER—The above claim of the South End Wheelmen for 205 miles is confirmed. ARIEL.

AT AUGUSTA, GA., November 28.—The wheelmen of Augusta, Ga., spent a jolly Thanksgiving afternoon at the Base Ball Park and furnished good entertainment for their friends, but the severe cold prevented the large attendance which would otherwise have been given them.

Several of the races were quite exciting, the finishes causing hearty applause.

The wind and extreme cold were the only drawbacks to the sport.

Following are the winning riders:

One-mile safety race, won by Palmer, in 4.07.

One-mile ordinary, won by Morrison, in 4.02.

Half-mile safety, won by Palmer, in 2.10.

Quarter-mile run and quarter-mile ride, won by Bland, in 2.20.

Half-mile against time, ridden by Browne, in 1.40.

Quarter-mile safety, won by Gordon, in 1.00.

Quarter-mile hands off, won by Morrison, in 1.02 1-2.

Quarter-mile safety, won by Gordon, in 1.09.

Two-mile safety, won by Little, in 10.21 1-2.

Two-mile ordinary, handicap, won by Browne, in 8.25; Morrison second.

LIST OF CYCLING PATENTS

GRANTED by the United States, November 19, 1889: H. W. Burleigh, Franklin, N. H., wrench.—S. E. Gilbert, Philadelphia, saddle.—Jno. B. Lott, Kittanning, Pa., (2) wheels.—Sidney Pattison, London, England, saddle.—Chas. G. Teubner, Lexington, Mo., screw driver.

CATARRH, HAY FEVER, CATARRHAL DEAFNESS.

A NEW HOME TREATMENT.

SUFFERERS are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result is that a simple remedy has been formulated whereby these distressing diseases are rapidly and permanently cured in from one to three simple applications made at home by the patient once in two weeks. A pamphlet explaining this new treatment is sent free, on application, by A. H. Dixon & Son, 337 and 339 West King street, Toronto, Canada.—*Christian Standard.*

WHITE CYCLE COMPANY.

THE property of this concern has lately been leased for a term of years to Mr. M. V. Livingston, of Boston, and the most active preparations are being made to push things. A new 75 h. p. Porter engine has been put in; electric lighting plant has been added to furnish light for 100 lamps. The forge shop has been enlarged in order to accommodate the new engine and the dynamo. The rooms for nickel plating and polishing have been enlarged, and additional machinery and apparatus placed therein.

Seven new machines will be put in the machine shop—four addition lathes, one die machine, one profiling, one centrifugal oil extractor, one additional automatic gear cutter, etc.

In the spring additional buildings will be put up for carpenters' shop, pattern shop, brazing furnaces and storage rooms.

Drop forges and machinery for drawing and shaping tubing will be added in the spring.

Mr. White, President of the White Cycle Co., and inventor of the Broncho, the new bike to be manufactured by Mr. M. V. L. (of which a full description will soon appear), remains with the new management, and will give his full time and attention to what is coming out in the wheel world *here* and *abroad*. He will visit the Stanley Show, and take a look at what is going on in the wheeling line in the United Kingdom and on the Continent. Frank E. Peck, managing Director of the White Cycle Co., remains with the new concern, in the capacity of General Manager of the business. Dr. H D. Drake has also been retained, and will attend to all matters pertaining to agents and advertising, and give information on all matters pertaining to the new cyclers.

THE HARTFORD CYCLE CO.

THE Hartford Cycle Company has been organized in Hartford, Conn. It is to occupy the old works of the Engineering Company on Commerce street, which for many years before was the Woodruff & Beach plant. David J. Post is President and Treasurer, and H. M. Pope is superintendent. Mr. Post has been in the employ of the Weed Company, of Hartford, for the past eight years, and Mr. Pope is a graduate of the Boston School of Technology, has been with the Weed Company for six years. Thus they have both had thorough training in making and selling cycles in the best of all schools for such work.

It is the purpose of this new firm to build a safety which can be sold for $100. The name of the machine will be the Hartford safety, and it will be ready for the market in January. We shall print cut and particulars at an early date.

THE JOHN WILKINSON COMPANY.

LAST week we wrote the John Wilkinson Company of Chicago for facts in regard to their appointment as the exclusive United State agents of Messrs. J. K. Starley & Co, and we learn from them that they will handle seven different styles of cycles described as follows: Socket Ball Head Steerer Safety, 30-inch wheels, tangent spokes, hollow rim, weight 48 pounds.

New Light Rover, 28 rear and 30 front wheel, tangent spokes—with regular hinge head—weight 44 pounds.

Ladies Rover, 26 8 or 28 and 30 wheels, tangent spokes, weight 40 pounds. Diamond Frame 28 and 30 wheels, hollow rim. tangent spoke, weight 38 pounds, geared to 57 or 60-inch. This machine is entirely new for the coming season.

The Universal, 28 and 30-inch wheels, direct spokes, hollow steel tubing throughout, ball bearing all over, weight 48 pounds.

The novelty of the season will be a three track Sociable weighing about 75 pounds, the two riders to be mounted directly over the rear wheel.

They will also carry a Spring Frame Rover.

They report as already having many applications for the Eastern territory for the Rover, and are expecting a very large business for the coming season.

GEO. E. LLOYD & CO.

A NEW firm in the cycle trade, Geo. E. Lloyd & Co., of Chicago, Ill., will enter the field for public patronage during the coming season, and in reply to our request for information, we learn that Mr. L. W. Conkling, formerly of Spalding Bros., will have charge of the cycle department, and connected with him will be Mr. F. H. Tu tle, the well-known racing man. The line of goods Messrs. Lloyd & Co. will handle will consist of cycles made specially for them by a leading English house (name later.) They will also handle the goods of one of the best known American high grade manufacturers. They will also present a fine line of cheaper goods. They will also handle and control several good things in the way of sundries. All of which information, while a trifle vague at present, will be read with interest. On the return of Mr. Geo. E. Lloyd, who is now in England, we shall give particulars in detail. The firm will be well and centrally located in very handsome and commodious salesrooms.

A GENTLEMAN from Passaic, N. J., sends us the following item: "Mr. Allan Campbell, a young man of sixteen years, climbed Eagle Rock hill last Sunday, directly after Coningsby's mishap. Isn't it a pretty good performance for "one so young"? He rode a Victor safety, geared to 53 or 54 inches."

THE "Stroller," our Chicago correspondent writes us: "I notice recently a new company incorporated for the manufacturing and sale of bicycles. The incorporators named were C. F. Stokes, C. H. Sieg and A. L. Collins; capital stock $100.000."

A CORRESPONDENT from Brownsville, Pa., writes us: "As spring forks are all the rage a gentleman here has perfected one for the Star machine which after a year's experimenting and trial over the rough hills of Western Pennsylvania has proved a great success. The fork is applied to any Star machine, and will take all the vibration from handle bars."

THE Eagle was pretty well proven to be a safety of the "first water" from the fact that last week Van Wagoner rode from Fall River to Newport, a distanee of eighteen miles *in the dark over poor roads* in the splendid time of one hour and sixteen minutes.

COL. ALBERT A. POPE, of Boston, should enter the next Presidential race on a "patent safety," with the war cry of "Better Roads."—*Buffalo Commercial Advertiser.*

THE Singer Safety scores another record, this time in antipodean Australia. Mr. Broadbent, on a Singer Safety, lowered the Australian hundred-mile road record to 6h. 57m.

MR. MCDANIEL in his successful assault on the 24-hour local record of Philadelphia of 201 miles, rode a regular stock Victor Safety.

THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of leveing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unneccessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

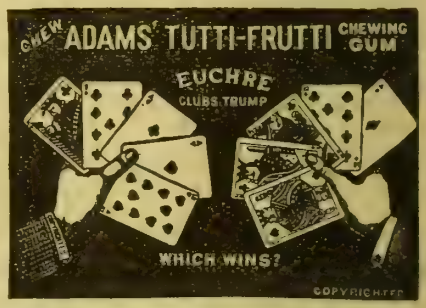
A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

Price, $25.00.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



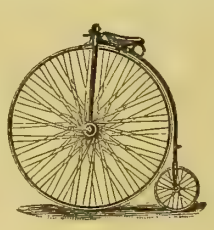
Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.

Second-Hand Wheels and Typewriters

of all kinds bought, sold and taken in exchange on any new wheel in the market, Safeties included. Always in the market to buy large or small lots, New or Second-Hand Wheels, for Cash, when prices are right. We constantly carry 400 to 500 Wheels, including many rare bargains in **SECOND-HAND STANDARD MAKES. NEW WHEELS** (bought in job lots) at greatly reduced prices. Liberal discounts to agents.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.



'CYCLES ON EASY PAYMENTS,

with no extra charge except interest. Manufacturers' agents for Victors, Columbias, Champions, Eagles, Stars, Springfields, Warwicks, Ramblers, Crescents, Vineyards, Ottos and ALL other Cycles made in or imported to this country. Prices guaranteed low as the lowest. Low rates by fast freight or express—13 railroads. Send for 40 page Illustrated Catalogue, with full particulars, payment plan, and second-hand and bargain list.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1889—90.

PRESIDENT,
CHAS. H. LUSCOMB,
280 Broadway, New York

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass.

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

The President and Vice Presidents (as by the Constitution required.)

Membership.

A. E. Mealy ....1736 Druid Hill Ave., Baltimord, Md.
F. L. Casselberry.....Mansfield, Ohio

Improvement of Highways.

Dr. Chas. S. Butler.....680 Main St., Buffalo, N. Y.
Wm. W. Share.....Brooklyn, N. Y.
Junius E. Beal.....Ann Arbor, Mich

Rights and Privileges.

A. Moore Berry.....421 Olive St., St. Louis, Mo.
George A. Perkins.....Cambridge, Mass.
Chas. F. Cossum.....Poughkeepsie, N. Y.

Rules and Regulations.

Dr. Wm. H. Emery....109 Warwick St,, Boston, Mass.
W. A. Davis.....Chicago, Ill.
Chas. L. Brockway.....Middletown, Conn.

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwater.....Washington, D. C.
Harry H. Hodgson.....New Orleans, La.
George Collister.....Cleveland, Ohio.
Robt. A. Smyth.....San Francisco, Cal.

Transportation.

W. M. Brewster.....309 Olive street, St. Louis, Mo.

New Jersey Members, Attention!

In examining the membership list of the New Jersey Division, I find a number of names missing from said list that should be there, they being League members and *residents* of New Jersey. I also find that their names are credited to New York. The matter is easily explained, they having sent their application or renewal from their place of business, which in a great many cases is in New York City. I would therefore request every member doing business out of the State to examine his ticket and see from what State he is entered, if other than New Jersey, please send word at once to G. C. Pennell, Secretary New Jersey Division, Elizabeth. Don't trust to your ticket being all right, but examine it. if you are a resident of New Jersey you belong to that Division. Fraternally,

G. CARLETON BROWN,
Chief Consul N. J. Div.

20383

Illinois Delegate.

I hereby appoint F. W. Gerould, in the place of Edwin Oliver, a Delegate on the National Board of Officers. Fraternally, W. A. DAVIS, C. C.

Ohio.

The Secretary-Treasurer has a few copies of the hand book and map of Ohio which sell for fifty cents in cloth and $1.00 in leather.

He has also the following literature for gratuitous distribution:

A circular—"What is a League Club? and how to form one."

A circular—The objects of the L. A. W. and how to join.

A pamphlet—"Roads and road improvement, macadam roads."

A pamphlet—Improvement of Highways.

Blank applications for membership in the L. A. W.

The officers of the Ohio Division L. A. W. are sending out certificates to the League hotels in the State accompanied by the following circulars:

To the Local Consul for.....

Enclosed you will find a hotel certificate, which you will please sign and deliver in person to the proprietor of the.....together with the accompanying circular.

In so doing please see that he reads the circular, especially the clause referring to the production of their L. A. W. tickets for the current year, by those to whom the reduced rates are to be made.

To the proprietor of the.....

At.....

Dear Sir: Your hotel has been appointed the League Hotel for..... on condition that you furnish in every respect the same accommodations to L. A. W. members, that you do to those paying your regular rates; and that you make the specified reduction only to those producing their L. A. W. tickets for the current year.

As wheelmen, not members of the League of American Wheelmen, have been taking advantage of the reduced rates at League Hotels, the League, in justice to its members, as well as to the hotel keepers, has found it necessary to insist on the observance to the very letter of the above conditions.

You will please hang the accompanying certificate in a conspicuous place.

Respectfully, M. A. HIGH, Ceief Consul.
WILLIAM D. KEMPTON, Sec.-Treas.

WILLIAM D. KEMPTON, Sec.-Treas.
550 Freeman ave., Cincinnati, Ohio.

Missouri Division.

To Consuls:

I request that the names of repair shops in your cities be sent me at once for the purpose of inserting same in road book. This is very important and should have prompt attention. Fraternally yours,
ROBT. HOLM, C. C.

Louisiana.

The Louisiana sub-Division L. A. W. now consists of eighty-seven members, and we only require thirteen more members to make a Division, when we will be entitled to elect a Representative and a Vice Consul. Will you please interest yourself enough to get at least one new member, as soon as possible in order to make the required number 100. Application blanks can be had at my office, and the cost for joining is only $1.00. I pay out of my pocket the extra fifty cents for all applications received. You are urgently requested to act at once and oblige, Fraternally yours,
HARRY H. HODGSON, C. C.
J. W. DODGE, Sec.-Treas. 13 Carondelet st.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 218—Total 29—11,938.

BOSTON, Dec. 6, 1889.

CALIFORNIA DIVISION—3—417.

Garden City Wheelmen.
25661 Granicher, O., 15 South First, San Jose

Unattached.
25676 Sturtevant, Cullen K., 19 Montgomery st., San Francisco
25677 Noble, Wm. A. E., 135 So. Main st., Los Angeles

CONNECTICUT DIVISION—1—710.

Unattached.
25662 Hayden, J. L., Box 94, Saybrook

ILLINOIS DIVISION—6—866.

Illinois C. C.
25665 Whitney, H. E., 49 Winthrop Pl., Chicago
25634 Carpenter, N. U., 21 N. Ashland ave., "

Preemption Wanderers.
25658 Conner, A. W., L. Box 103, Preemption

Capital City Cycling Club.
25678 Cochran, Wm. S., Central Coal Co., Springfield

Unattached.
25663 *Akin, Mrs. H. F.*, Maywood
25653 Walton, Edward Seymour, 507 Fullerton ave., Chicago

INDIANA DIVISION—1—142.

Unattached.
25666 Lewis, John A., 204 E. Main st., Madison

KENTUCKY DIVISION—1—94.

Louisville C. C.
25650 Strouse, Jos. L., 503 3d st., Louisville

MARYLAND DIVISION—1—527.

Baltimore C. C.
25668 Lowekamp, 200 W. Saratoga st., Baltimore

MASSACHUSETTS DIVISION—3—1576.

Unattached.
25654 Churchill, F. P., 63 Harvard, Brockton
25667 Howarth, Andrew P., Hotel Adams, Worcester
25675 Saunders, A. C., 169 Cambridge st., East Cambridge

MISSOURI DIVISION—4—321.

Kansas City Wheelmen.
25672 Perlet, Herman, 1027 Broadway, Kansas City

Unattached.
25669 Johnson, Maurice C., 2014 Olive st., St. Louis
25670 *Walden, Miss Marion F.*, 3828 Cook ave., "
25671 Willson, Raymond M., 1304 Chouteau ave., "

NEW JERSEY DIVISION—2—591.

Passaic W. C.
25656 Bell, Stephen, 76 Lincoln st., Passaic

Hudson Co. Wheelmen.
25655 Collins, W. N., 180 1-2 4th st., Jersey City

NEW YORK DIVISION—2—2092.

Harlem Wheelmen.
25651 Barrett, Edward R., 453 Hudson st., New York

Unattached.
25659 Thum, Joseph, 401 Greenwich st., New York

PENNSYLVANIA DIVISION—2—1391.

Wissahickon Bi. Club.
25652 Stauss, John, 221 Queen st., Germantown

Unattached.
25660 Wilson, Allan A., 818 Spring Garden st., Philadelphia

WISCONSIN DIVISION—1—86.

Unattached.
25657 Newell, Fred. A., Kenosha

IDAHO—1—1.

Unattached.
25673 Gaut, J. Harve, Box 9, Lewiston

WASHINGTON—1—4.

25674 Hargrave, John R., Box 43, Kelso

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

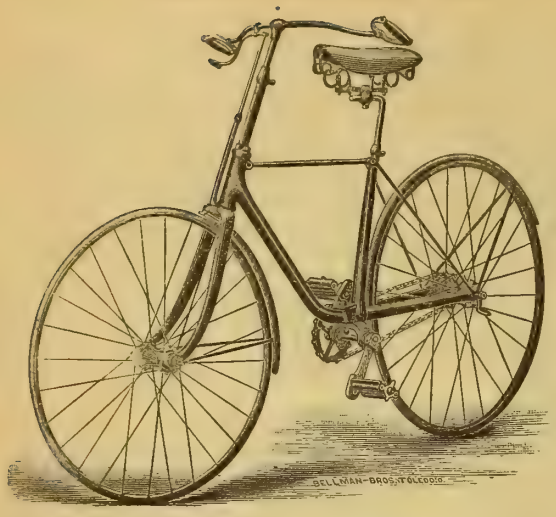
State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and ecket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*



WE DO NOT WISH TO DISAPPOINT YOU,

Yet we wish to interest you long enough to tell our story.

THE LITTLE GIANT BICYCLE.

The name does not belie its qualities, although its weight is only 35 lbs., it is a little Giant in strength. Besides it combines all that makes up a good wheel. Such as adjustable sleeve steering head, adjustable cone bearings to wheels, adjustable cone bearings to crank shaft, adjustable cone bearings to pedals, Tangent spokes, crescent rims, Torkelson Patent adjustable saddle, the front and rear of which adjust independent of each other. Saddle leather can also be adjusted to take up the slack without loosening saddle from the frame. ***All steel Diamond frame,*** cold-drawn Weldless steel tube backbone, detachable front bar to frame, trimmed in nickle, spokes tied and plated up to knot, and spade handles. ***All for the moderate price of $35.00.***

Now is your chance Boys! Do not let anybody stand you off by saying they cannot get a wheel for you. We can fill orders promptly, and give you good value for your money. Something that has never been done before. The Little Giant embodies all of the recent improvements of the Men's wheel, in a modified form. There! If this don't interest you, ***no harm done.*** Yet we feel satisfied that you all know a good thing when you see it, and that you will favor us with your sample order. ***Agents wanted everywhere.***

We know you won't forget where we are located, but to assist the memory of anyone who may need their memory jogged, will say our factory is located at Toledo, O., on Central Ave., and the firm's name is,



THE LOZIER & YOST BICYCLE MFG. CO.,

BOX 131.

HOSPITAL REMEDIES

THE Favorite Prescriptions of the Brightest Medical Minds in the world, as used by them in the Hospitals of London, Paris, Berlin and Vienna.

ONE MEDICINE FOR ONE DISEASE.

No. 1—Cures Catarrh, Hay Fever, Rose Cold, Catarrhal Deafness.
No. 2—Coughs, Colds, Bronchitis, Asthma, Consumption. A Peerless Remedy.
No. 3—Rheumatism, Gout.
No. 4—Liver & Kidneys, Dyspepsia, Indigestion, Constipation, Brights Disease.
No. 5—Fever and Ague, Dumb Ague, Malaria, Neuralgia.
No. 6—Female Weakness, Irregularities, Whites. A Golden Remedy.
No. 7—A Perfect Tonic, which gives Health, Form and Fullness, Clear Complexion, Good Blood and lots of it.
No. 8—Nervous Debility, Loss of Power Impotence, an incomparable remedy.

RELIABLE AGENTS WANTED.

Every bottle guaranteed to cure its special disease if CURABLE and to give permanent relief ALWAYS. Descriptive Circulars sent free on application. HOSPITAL REMEDY COMPANY, Toronto, Canada.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on recept of 50 cents in stamps Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

GILLOTT'S STEEL PENS ARE THE MOST * * * PERFECT.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Elliott W. Johnson
A. Malone Beckwith *Committee.*
C. E. Pinney

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L.A.W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago



"And they followed the Star."—[*History.*]

Look at the CHAMPIONSHIPS Won on the STAR during 1889. Can any machine beat this record? Facts that talk.

Three-Mile L. A. W. Championship, Mav 30th,
J. PHIL. PERCIVAL, Los Angeles Cal.

One-mile State Championship, May 30th,
W. S. WING, Los Angeles, Cal.

Five-mile State Championship, Mav 30th,
W. S. WING, Los Angeles, Cal.

Half-mile L. A. W. Championship, June 4th,
COLIE BELL, Ottawa, Kan.

Ten-mile L. A. W. Championship, June 4th,
COLIE BELL, Ottawa, Kan.

25-Mile Road Race Championship of Minnesota, July, 31, 1889,
COLIE BELL, Minneapolis, Minn.

Half-mile L. A. W. State Championship, July 18, 1889,
W. I. WILHELM, Reading, Pa.

One-mile L. A. W. State Championship, July 19, 1889,
W. I. WILHELM, Reading, Pa.

Quarter-mile L. A. W. State Championship,
By W. I. WILHELM, York, Pa., Sept. 3d, 1889.

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

"The philosophy of trade forces prices to correspond with quality. No man can buy for a dollar that which is worth two dollars, nor can one man make for a dollar what another and older man can not produce for twice as much money. There are prices and prices, and qualities and qualities, and every time they correspond. My advice to buyers, whether they buy washtubs or steamships, is to purchase of long established houses with pronounced reputation. The manufacturer who has one price and maintains it gives positive evidence of the standard value of his goods. It is worth something to know what you are going to get."

Perhaps there is meat in the above for the purchasing cycler.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

[$1.00 a Year.
5 cents a copy.

BOSTON, 13 DECEMBER, 1889.

Volume XX.
Number 7.

DON'T BUY A SAFETY THAT IS AN EXPERIMENT.

EXPERIMENTS may be all right.
EXPERIMENTS are generally all wrong.
EXPERIMENTS are generally costly.

WHY EXPERIMENT?

BUY A SAFETY THAT HAS PROVED A "STAYER."

The "VICTOR" was the first AMERICAN High-Grade SAFETY.

OVERMAN WHEEL CO.,

MAKERS OF

VICTOR ⁘ BICYCLES,

BOSTON, WASHINGTON.

Office and Factory, CHICOPEE FALLS, MASS.

WE ARE DISCOURAGED.

Dear reader if you haven't enough trouble of your own, we will divide up with you. The Christmas season is no time to be niggardly, and especially of those things of which we have an abundance.

We received a letter this morning, we really received several, being about the first of the month, but the others were of a more sacred nature. (If that gets printed "scared" nature, we shall lay it to the manager of this paper, and not to the compositor.)

But to the point. We started out (or rather we staid at home) to make *hickory bicycles*, not so much for the pleasure of introducing a radical product, nor yet for the sake of any good we might do the world, but solely for the pecuniary gain, for which, until this morning, we had hoped.

There is one point, however, about all this that is apt to be overlooked by many of the wrecks which accumulate on the commercial scrapheap.

Our selfishness can be realized on only by your co-operation. We can only get your money by making you think you have got something for it. A bicycle runs through so much daylight that you can easily hang your hat on its weak points, if it has any. These "outs" are not only obvious to its owner, but to all who may see him plodding homeward with a pocket full of pedals and the rubber tire hanging around his neck. History records no instance, and so long as mankind is built on the present lines, probably never will, where a manufacturer made money the first year on a *new* cycle. By "new" we don't mean the substitution of tweedledee for tweedledum, or any of the thousand and one knots that are being tied in the same old string, but when we say new, we mean—well *new*. If the above alleged facts will admit of having the "alleged" left off, then it follows that *we* must expect our new departure to stay with us (if a departure *can* stay) until the *second* year at least, and we would hardly care to linger on the *outskirts* of oblivion for as brief a time as two years, when we could have more company *inside*. So we are making *hickory* bicycles, because we believe that, like the iniquities of the father, they "will be visited upon the children, even unto (more than) the third and fourth generation."

But about that letter that cast such a long shadow over us this A. M. We had come to think that hickory was the proper thing for wheels, in fact, until to-day, we had always thought so, when we used to ride in our own (baby) carriage, and later when riding in the Black Maria, or still later as we ride one of the "hickories." We have often thought that if as much effort were put forth to make wooden wheels *properly*, as there has been to make go, inferior substitutes for them, which couldn't run a day without rubber tire, the world would be nearer to civilization than it is. We have just closed (so far as the two-wheeler is concerned) our first season, during which we had found much reason to hope. To be sure our wheels haven't won any of the great races, but this is partially due to the fact that none of them were entered, and yet we had won the confidence of our grocer to some extent. Many of our neighbors purchased their summer supply of bicycles of us, and there are still a few of them who have not yet asked for the return of their money.

We had ordered hickory for a considerable number of our improved 1890 wheels, which has been in process for several weeks. Our hopefulness, supplemented by that of friends in the building trades, had even got so far as to begin an addition to our factory. We awoke this morning feeling rested and encouraged, but at 9 A. M. came, all unexpected, this fatal letter.

Well! we are going to give away the balance of those catalogues, even if we never sell another bicycle.

STERLING CYCLE CO., NEWTON, MASS.

P. S. The letter was from a gentlemen who says he has had trouble with carriage wheels, but has never had any with his 54-inch —— bicycle.

P. S. No. 2. If the Colonel will send us $2.00, we will give the *name* of the bicycle.—S. C. Co.

WESTERN WHEELMEN

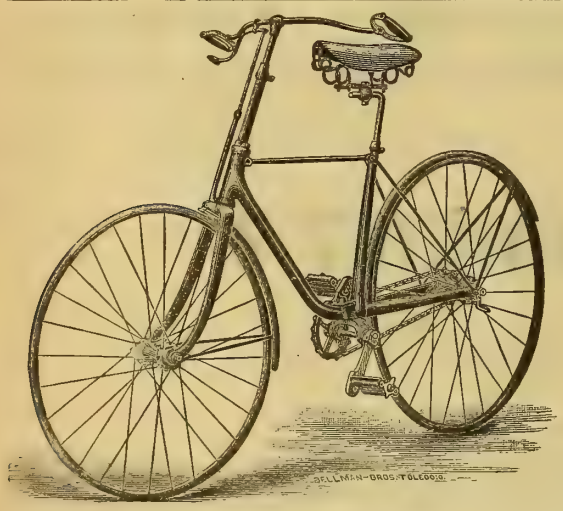
Have your bicycles overhauled during the Winter season. You will lose none of the good riding weather, and your bill of repairs will be much lower than the same work would cost next Spring.

We do all classes of repairing, including the finest nickel plating, and Harrington's baked enamel; we apply the latter for the same price that other shops will charge you for daubing your wheel over with liquid enamel, and will guarantee as fine a surface as any of the factories will turn out. All our repairing is guaranteed.

Write us and state what your wheel needs, and we mail you an estimate of the cost.

No charge for drayage on wheels shipped by freight.

ST. LOUIS WHEEL CO., 311 N. 14th St., - - ST. LOUIS, MO.



WE DO NOT WISH TO DISAPPOINT YOU,

Yet We Wish to Interest You Long Enough to Tell Our Story.

The Little Giant Bicycle.

The name does not belie its qualities, although its weight is only 35 lbs., it is a little Giant in strength. Besides it combines all that makes up a good wheel. Such as adjustable sleeve steering head, adjustable cone bearings to wheels, adjustable cone bearings to crank shaft, adjustable cone bearings to pedals, Tangent spokes, crescent rims, Torkelson Patent adjustable saddle, the front and rear of which adjust independent of each other. Saddle leather can also be adjusted to take up the slack without loosening saddle from the frame. **All steel Diamond frame**, cold-drawn Weldless steel tube backbone, detachable front bar to frame, trimmed in nickle, spokes tied and plated up to knot, and spade handles. **All for the moderate price of $35.00.**

Now is your chance, Boys! Do not let anybody stand you off by saying they cannot get a wheel for you. We can fill orders promptly, and give you good value for your money. Something that has never been done before. The Little Giant embodies all of the recent improvements of the Men's wheel, in a modified form. There! If this don't interest you, **no harm done.** Yet we feel satisfied that you all know a good thing when you see it, and that you will favor us with your sample order. **Agents wanted everywhere.**

We know you won't forget where we are located, but to assist the memory of anyone who may need their memory jogged, will say our factory is located at Toledo, O., on Central Ave., and the firm's name is,

THE LOZIER & YOST BICYCLE MFG. CO., Box 131.

Agents for New England: WM. READ & SONS, Boston.

REPAIRS! SUNDRIES!!

One of the most complete Bicycle Repair Shops in the country. Parts supplied, estimates given. Charges reasonable, consistent with good work.

Sundries, wholesale and retail. Second-hand machines. Send for list.

HOWARD A. SMITH & CO.,

Oraton Hall, - Newark, N. J.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York

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NEW AND SECOND-HAND

Bicycles and Tricycles.

Get our prices on second-hand wheels before purchasing.

REPAIRING

of all descriptions at reasonable prices.

SIDWELL & SABEN

182 Columbus Avenue,

BOSTON, - - MASS.

FOR SALE—$100—Columbia Lt. Roadster, ordinary; 52-inch, '89 design; first class running order; finish, enamel and nickel, somewhat marred; ball bearings all around; been ridden only four months. Address CHAS. M. WOODBURY, Danville, Illinois.

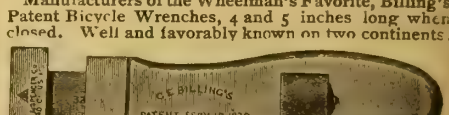
PATENT WRENCH AND SCREW DRIVER COMBINED.



Turns Nuts, Gas Burners or Pipe without adjustment. Made of Best Polished Steel. Sent by mail for 25 cts. CHARLES U. ELY, P. O. Box 1945, New York City.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by cle manufacturers and dealers.

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☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.



Send 25 cents and get one of the

New L. A. W. Lapel Buttons.

Made of fine rolled Silver Plate. Very neat and serviceable.

N. H. GIBBS,
Box 632. PROVIDENCE, R. I

FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, $14.00, $15.00, and $16.00. Cutters, Home Trainers, etc. Send for circulars. M. A. WOODBURY, Bradford, Pa.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

COLUMBIA TANDEM TRICYCLE; run about two months; in perfect order; balls all round; for $175. Send for list of second-hand wheels. PALLISTER BROS., Ottumwa, Iowa.

FOR SALE.

TO CLOSE OUT.

1 Columbia '89, L.R. Safety; run about 100 miles; perfect condition, $110.

1 Crescent Safety; new; full balls; list $90; for $60.

1 Juno Safety; new; drop frame; 28 inch wheels; list $60; for $40.

1 Crescent; half balls; second hand, but in good condition, for $20.

F. COLSON, - - Norwalk, Ohio.



The EXCELSIOR, for Winter Cycling,

—MANUFACTURED BY—

OHIO CYCLE SUPPLY CO.,

ST. MARY'S, - OHIO.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

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$65 BUYS a 48 inch Special Star; 2-3 nickeled; power straps; fine condition; nickel bright; tires show very little wear. A bargain. E. A. HINDS, Richfield Springs, N. Y.

WANTED — Buffalo Home Trainer. F. M. DAMPMAN, Honey Brook, Pa.

WANTED—Eagle Bicycle in first class condition; must be cheap; also want a Tandem Safety, if in first-class condition and cheap for cash. C. W. DIBBLE, Osceola, Ia.

Speaking about Feet.

EVERYBODY HAS FEET, MORE OR LESS, and they would not slip off the pedals if you had the



RANKIN PAT. TOE CLIP.

on them.

AGENTS WANTED in every City or town in the **United States.** Write for terms, etc. Mention this paper, please.

RANKIN & BRUCE, Sole owners & Man'f'c'turers

Box 103, PROVIDENCE, R. I.

Mail orders, (postage paid), will receive prompt attention. **Per Pair, 50 cents.**

Infringers prosecuted.

REFERENCES.—M. McDaniels, Wilmington, Del.; C. E. Monroe, San Francisco, Cal.; E. J. Doughet, Cleveland, Ohio; W. Van Wagoner, Newport, R. I.; F. Brigham, No. Attleboro', Mass.

Ease up on sending stamps; postal notes preferred



Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid.

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

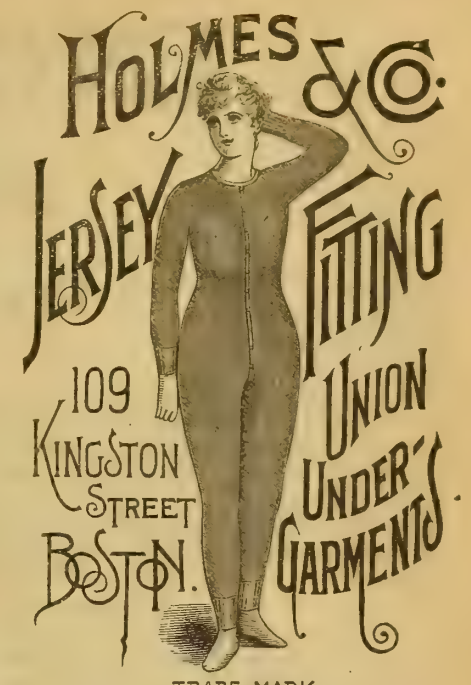
If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,

118 Warren Street, New York.

Mills, Bouckville, Madison Co.

ESTABLISHED 1865.



TRADE MARK

High grades in Silk, Silk and Jaegers, Silk and Cotton, all Wool, Merino, Dr. Jaeger's all Wool yarn in Summer, Winter, and extra heavy Weight.

Readers in the vicinity of Boston call and examine. Take Elevator. Send stamp for catalogue.

Jersey Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.

3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00



Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass.



INCER CYCLES

MADE FOR ROAD USE.

Light Running and Durable.

"The Bicycle business is going to boom in the Spring, and, if I am not mistaken, the Singer wheels will press other makes harder than ever. People are going to buy a wheel that has stood the test, and you will find 1889 wheels of other makes, nothing more than wrecks next year, where the SINGER SAFETY, that was sold early in the Spring of 1889, will still be in good order and their riders satisfied. Then the time will come for me to hang out my old card, 'SINGER CYCLES PROVE THE BEST.'"

E. C. ANTHONY, Taunton, Mass.

"SINGER SAFETY BICYCLES lead them all!! But not in the repair shop. More Singers sold this season than any other make of Safety. Strongest, handsomest and finest running Safety that was ever invented by a cycling genius. It has a raking, racing looking build. Has the only Spring-wired Tire. Can't come out. No other Safety has it. Why not? Because Singer & Co. have got the finest thing, and they are going to keep it to themselves. The Singer has the most powerful brake can be used. Always reliable. The Singer rides easily and comfortably. No lame back or loose false teeth, if you ride a Singer. The Singer is made for comfort as well as speed. If you don't believe it try one. We give you a fine spring saddle of any make you may choose. The Singer is such a reliable wheel, that despite the large number ridden, if we were to depend for one-quarter of our repair work on Singers, we should have red flag flying over our door in no time. Its name is Singer, but not rattler. Notice the handsomest wheels among the leaders in any road scorch and you will find they are Singers, and then notice that they don't rattle like a low gear loaded with hoop iron. If you want to see a first-class piece of cycle mechanism, beg, borrow, steal or hire a Singer Safety and pull it apart. The very finest workmanship will be displayed. Notice the ball bearings. Notice the chain adjustment. Notice the fine finish. In fact, if you want to see the acme of cycle mechanism notice the Singer."

CAMPBELL & CO., Providence, R. I.

BUY THE BEST.

SINGER & CO., 6 and 8 Berkeley St., - BOSTON, MASS.

NEW MAIL.



A TESTIMONIAL WORTH READING.

BUFFALO, N. Y., Dec. 7, 1889.

W. G. SCHACK, Agent New Mail Bicycle:

Dear Sir—The New Mail Safety which I purchased from you has carried me a full season, over all kinds of roads, with perfect satisfaction, carrying my weight, ***235 pounds,*** without a break, which is proof of its great strength. Wishing you all success, I am

A. M. MINTON.

Mr. Beers' record to date for this season,

8356 Miles on a New Mail Safety.

Murphy also made his 12,000 miles for two years' riding on a NEW MAIL ORDINARY.

The New Mail is built for a Roadster, and for Coasting has been always at the Front.

We are now ready to arrange Agencies for 1890. Three New Mail Safeties, 2d hand, at $85 each. LOOK OUT FOR OUR '90 SAFETY!

WM. READ & SONS, - - 107 Washington St., Boston.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 13 DECEMBER, 1889.

THE existing agitation having for its object the improvement of highways, reminds us that in 1884 an agitation somewhat similar in character was carried on in England. By reference to the files of our English exchanges, we find that Mr. Kennedy-Child made some decidedly interesting speeches on the question. Perhaps he could give us a little information as to the *modus operandi* of our English friends, which we note was very successful.

THE League passes the 12,000 mark of membership this week, and is rapidly going ahead. It was not till January 18 of this year that the 12,000 mark was passed in the enrollment of the last year, and the list published this week contains more names than were published in the entire month of December last year. In a word, more has been accomplished in less than eight months of the present year than in twelve months of 1888.

THE political pot continues to boil, and the friends of each of the candidates are beginning to range themselves in definite lines. Since Mr. Mott has withdrawn it has been a matter of speculation as to how his friends would adjust themselves, and from what we can learn from outside sources we should judge that Pennsylvania, Maryland, Virginia and West Virginia will go solid for Mr. Luscomb, and we also notice from our New York contemporary that Mr. Luscomb will carry his own district in New York State. Louisiana, which was for Mr. Mott, declares for Mr. Dunn.

It therefore appears to stand this way, so far as we can learn, and the figures are based on information which is more or less reliable:

For Mr. Luscomb—Pennsylvania solid, about half of New York, Maryland, Virginia, West Virginia and Delaware solid; about one to three votes from New England; one vote from Missouri.

For Mr. Dunn—New England (with the exception of one to three votes) solid, half New York State, Ohio solid, Missouri two votes. Illinois is also claimed by Mr. Dunn's friends. Louisiana will go for Mr. Dunn.

The rest of the States are claimed by the friends of both candidates in part or in whole; as to how they will swing we have no information on which to form an opinion. This "uncertain quantity" is that which will no doubt settle the question next February. In the mean time we await developments for further record.

PRESIDENT HARRISON, in his message, recommends to Congress appropriations for river and harbor improvements, and a correspondent asks, why cannot President Harrison add national highways also? The policy of national legislation for the purpose of establishing national highways has been pretty thoroughly discussed in the columns of the cycling press, and while we admit that we think that results from action at present looking towards national legislation chimerical at least for the time being, there is no harm in keeping this object in view as the supreme aim of those in favor of better roads, the achievement of which may be many years in the future. We believe that the conservative and effective way is to build from the foundation of "Favorable Public Opinion" up through the slower but surer methods of town, city, county, State, and *finally* national legislation. In order to be successful we must invoke and command the support of citizens other than those who ride a bicycle. Just this thing is being done, notably in New York. We appreciate the grandeur of the national scheme, and we care not how soon it may be shown to be feasible, but with all due respect to the enthusiastic workers who endorse it, we do not think the time has yet come to inaugurate a campaign in the national halls of legislation.

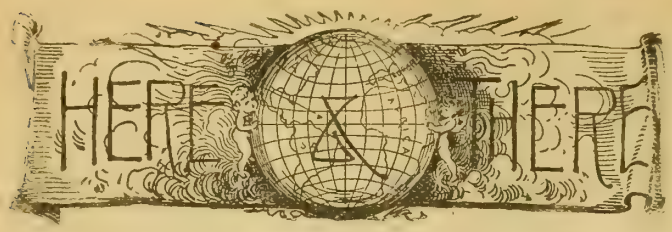
THE wheelmen of Baltimore, Md., have just experienced the first benefit from their activity in the late municipal election. In the morning of one day they asked for an appropriation to repair a road within the city limits, and before the close of the same day it became a law.

THE MARITIME EXHIBITION.

THE public of New England are *beginning* to awaken to the fact that there is in Boston one of the most unique and interesting exhibitions ever held in this country. We say the public is "*beginning*;" that is just about it. It is a burning shame that they are not *fully* awake to the fact, and to the excellence and worth of the enterprise. Outside the exhibition itself, the musical attractions furnished each day ought to be sufficient to draw large crowds. That the attendance is increasing is a pleasant fact, but the exhibition is worthy of ten times the patronage that it has so far received. The student after nautical knowledge, whether it be in the realms of practical construction from the frail canoe up to the heaviest sea-goer, or in the domain of the curious, will find material to interest him for many hours, if not days. It will be impossible to enumerate all the attractions; our paper would not afford space. The full-sized model of the yacht Quickstep, with its bands of music, is of course the unique feature. The exhibit of the United States, showing models and photographs, is of great interest. The boat Liberdade, built by the modern Robinson Crusoe, is a marvel, and as the builder himself is with the boat, the story of his and his family's sufferings and adventures is alone worth a visit to the exhibition.

The art galleries are filled with marine pictures of the finest kind, and one can spend a whole evening there with profit and pleasure. There are other points which we shall allude to at a later date; in the meantime don't put off the order of you going, but go and be instructed and entertained.

DR. W. G. KENDALL, the worthy Captain of the Boston (Mass.) Bicycle Club, recently killed his fatted pig, and last Wednesday evening he had a party of his intimate friends at his mansion in Atlantic, and the manner in which they got away with the spare ribs was a caution to the uninitiated. It was one of the most enjoyable parties that has ever gathered at the doctor's house, and all hands went away wishing that the pleasant affair might be repeated before long.



NEW JERSEY NOTES.

"NITRAM."

THE Hudson County Wheelmen's Fair Invitation Committee have sent invitations and complimentary tickets to all the cycling clubs in New York City, Brooklyn and New Jersey, that are not too far away, to attend their grand fair, which will open Tuesday evening, Dec. 17, and continue through the 21st. In order that all the clubs from one locality shall meet the same evening, the committee have set aside special nights, as follows: Wednesday, December 18th, cycling clubs of Brooklyn; Thursday, December 19th, cycling clubs of New York City; Friday, December 20th, cycling clubs of New Jersey. Special attractions will be found in the bicycola or bagatelle board. The person making the highest score on this "teaser" will be presented with a new safety bicycle. Second and third prizes will also be awarded. A voting contest for the most popular bicycle club has been arranged. The cycling club (outside the H. C. W.) receiving the largest number of votes will be awarded a handsome piece of furniture, the generous gift of Mr. W. H. DeGraaf of DeGraaf & Taylor, the Fourteenth street (New York) furniture dealers. As you well know, Mr. DeGraaf is a prominent member of the Harlem Wheelmen. Large delegations from the neighboring cycling clubs are expected, and I am instructed to request that for the purpose of identification the members of the various clubs will please wear their uniform coat and cap.

IT will be remembered that some time ago the Hudson County Wheelmen withdrew from the L. A. W., owing to trouble caused by one of their number with racing proclivities who entered the promateur ranks, although some thirty-two of the members individually retained their membership in the League. At a late meeting of the club Chief Consul Brown was present, and he explained very plainly just what the L. A. W. had done, is doing and was going to do, particularly in this State. A motion was made and seconded to have the club made an L. A. W. club, but owing to the large expense that this club has been put to lately the members did not feel like incurring any additional expense at present. As a result a motion to lay it on the table until the next meeting was carried; by that time the result of their fair scheme will be known, and the club will then feel in a better position to make the necessary outlay needed in joining the L. A. W. The initiation fee at present is $5, and on motion it was decided as a special inducement to reduce same to $2.50 for the months of January and February.

NEW YORK.

"HAWKSHAW."

THERE are certain items which, by long acquaintance, we have learned to regard as old friends, and to expect our favorite wheel paper to be prompt in supplying us with when the season for them becomes due. For instance, around Thanksgiving there is the old, old turkey "gag." For years correspondents for cycling papers have rung all of the possible changes upon it, until it is now an impossibility to spring one upon us that is not an old and valued acquaintance. Now has the season arrived when the cycler's stocking is due to make its appearance in print, as the most advantageous possible arrangement to hang up to receive Christmas gifts in. Of course we will be told how Billy Somebody hung his up, and next morning found a ton of coal, or a brand new safety, or some other small token of appreciation from Santa Claus in it. Of course we will laugh at this, out of mere force of habit; we had been doing so for for ten years or more now, and we have grown used to doing it. I hope then, my dear Mr. Editor, that you will not fail to supply your "old subscribers and admiring readers" with their usual dose of this sort of stuff, because if you fail in doing so, we will conclude that you are not quite as much of an editor as we had thought you to be, and we would not fail to grumble at the omission. I should feel that my enjoyment of the gay holiday season now upon us, was robbed of half its pleasures if I did not see this old friend of my youth in print, as I have always done; be generous, therefore, and don't fail to give us our usual and expected dose of cycling Christmas chestnuts.

THE man who grumbles; who does not know him? and who, knowing him, does not love him? Is there a wheel club in all the world that has not at least one specimen of this lovely biped? If there be such an organization, for goodness' sake let us learn of its whereabouts, so that we may emblazon its name upon a scroll, where we may ever look upon it when we desire to form an idea of a club paradise. The grumbler is always and ever the same. He never does anything himself to promote the club, its interests or the comfort or pleasure of its members, and yet no matter what others may do towards accomplishing these desirable results, he is always to be found at his post, ready and able to fault-find and condemn. He always declares that the club is going to the dogs, that the officers are incompetent or negligent, that everything in connection with the organization is a failure, and so on, *ad infinitum*. Has any one, though, ever known a case where the grumbler ever did anything to remedy these things he growls at? I am sure they have not. Another peculiar feature of the grumbler is that with all of his knowledge of the unpleasant features of his club, and his alleged unacquaintance wi h any pleasant ones, that he never seems to think of the complete cure for all of these ills that he possesses in his power to resign from the club, and be thus, once and for all, entirely rid of the burden he so loudly bewails. Oh, no; your true grumbler never does this. He wants to grumble, that's his pleasure, and if he resigned then of course his pleasure would cease, and he remains a member of the club, a hinderance to its progress, disliked and detested by every one in it. There may be more unpleasant individuals in club life than the grumbler, but I am afraid none of us know him, or have any great desire to do so. The member who has a just grievance in an organization of which he is a member, is not to be confused with the grumbler. The former is entitled to be heard, and if his complaint be as he claims, to have it redressed. The honest critic is a blessing, while the grumbler is a curse. I have often thought I should like to see all of the grumblers come together and organize a club of their own, to be run after their own ideas, and I am sure that the lovely time that the talkative parrot had with the ill-tempered monkey would be as a heaven compared to what such an organization would be.

CHICAGO.

"THE STROLLER."

CHAIRMAN DAVOL of the Racing Board has arrived and settled down to spend the winter here. Mr. Davol is rapidly becoming acquainted with Chicago wheelmen, and our racing men are exceedingly pleased with the gentleman and expect great things for the Western racers as a result of the meeting of the Racing Board here in January.

WELL, Roe has arrived and has been received with processions and all the glories of red fire, sky rockets, torches, theatre parties, banquets, etc., and as a result the merry war of last winter between the Chicagos and Illinois bids fair to pale into insignificance beside the war cloud that is now rapidly spreading itself over the cycling sky here, and correspondents of cycling papers are in high glee over tne outlook, as items will still be plenty even though the wheel be laid away.

THE Roe party were tendered boxes at the Columbia Theatre Thursday evening by Mr. Davenport to witness the performance of "La Tosca." The boxes were appropriately decorated in his honor and a fine picture of "handsome Tom" stood in the lobby. But live small urchins who had been carefully instructed by certain Illinois conspirators, so it is said, and who obeyed those instructions to the letter, stood at the entrance to the theatre and fairly forced each and every person entering to take a large circular accusing Roe of ways that are dark and the liberal use of horse and buggy instead of his bicycle. The boys were driven away time and again but all in vain. The circular being annnonymous, does not cut much of a figure although it is said that the author is a prominent League wheelman, and in due time his name will be given. Tom tied his circular to a piece of ribbon and bravely hung it over the front of his box. But the end is not yet.

SATURDAY night the Chicagos gave a banquet at Kinsley's, to Tom, at which some 200, more or less, partook. The Mayor of Fort Madison, Ia., and Mayor of Streator, Ill., were among the guests and speakers of the evening, and Mayor Cregier of Chicago also honored the occasion by his presence, and it was the small hours before the last toast had been proposed and drank. Treasurer Brewster, of St. Louis, had promised to be there, he being in the city, but owing to the political status of Chief Consul Davis Brewster was conspicuous by his absence. I am told that Frank Riggs was the lone Illinois Representative.

I SEE my friend "Linneus" is out for Davis for Vice President on the Luscomb ticket, but I do not think Will would accept, and although highly pleased that friend "Linneus" appreciates the sterling worth of Illinois' Chief Consul, yet I have no hesitancy in

saying that the Illinois delegation will be solid for Dunn, of Ohio. And in my humble judgment Dunn is the man for the place, and I hope that in the near future you will agree with me, "Linneus." The West should be solid, and act as a unit, in this matter of choosing a President, for our interests are identical."

ST. LOUIS.

"LINNEUS."

At last Tuesday's meeting of the Missouri Bicycle Club ten associate and two dissatisfied active members, including President Andrews, resigned from the club, and it is hoped that the troubles which have been threatening to disturb the very foundation of the club are over. W. M. Chauvenet, one of the oldest members, was elected to fill the vacancy, and under his vigorous administration the club will soon again begin to prosper.

Rumors of a consolidation between the Missouris and Cycling Club are again current, and I hope to see the matter speedily consummated. The latter club has been unable to get possession of the club quarters it had rented, and is therefore homeless for the time being. They have everything to gain by joining forces with the Missouris, as they will step into the finest club house in the West. President Chauvenet has appointed C. H. Stone, W. M. Brewster and Robert Holm a committee with full power to act, to bring the consolidation about.

Last week's hare and hounds' chase, which was postponed from Thanksgiving Day on account of inclement weather, was like its predecessors a big success, and what it lacked in quantity was made up in the quality of the riders present. Captain Sanders and A. L. Jordan again acted as the hares, and led the pack a lively chase across gravel, mud and macadam roads, winding up at the Blair monument in Forest Park. The total distance was about 14 miles, and was covered by the hares in the good time of 50 minutes. Geo. E. Tivy was the first hound in, arriving just 3 1-2 minutes after the hares, and was shortly followed by V. P. Ring. As these men started 8 minutes after the hares their riding was excellent. A fine guitar was offered by Geo. Tivy to the first man in, and was presented to Captain Sanders.

On the fourth day of July a big celebration in honor of the fiftieth anniversary of the laying of the corner stone of the State's university wi l be had at Columbia, and Local Consul Prof. H. C. Penn is therefore of the opinion that if the Division meeting is held at that time it cannot help but be a big success. Columbia is surrounded by one of the finest systems of gravel roads in the State, and boasts nearly a dozen riders, all of whom are League members, thanks to theefforts of the efficient Local Consul.

As outlined in my last, the big stock carriage people are up and doing in a lively manner, collecting funds to defeat the, to them, obnoxious tire ordinance. How any class of persons as intelligent as the carriage makers claim to be, can conspire to defeat an ordinance which in the end will result in so much ultimate good, is a thing past my finding out. As a full year's notice was given before the ordinance becomes effective, and the carriage makers were given every chance to state their objections, this eleventh hour kicking is decidedly out of place.

The annual competition for the Missouris' mileage cup and gold medal closed on December 1, and at Tuesday's meeting Chairman Grath, of the Mileage Committee, read his annual report which showed Lieutenant Geo. F. Peckham to have carried off the honors by riding 3592 miles between April and December 1. The medal remains the property of the winner, while the cup has to be won twice by the successful competitor before it reverts to him. The total reported mileage of the first sixteen members is 21,991, and the first five rank in the order named: G. F. Peckham, 3592; Jno. Hurck, 3089; Ed Grath, 2679; Robt. Holm, 1655; W. P. Grath, 1631.

A gold medal was also offered for the best attendance on club runs, and was won by Jno. Hurck, he having attended all but two runs of the club.

ENDORSES MR. BULL'S PLAN.

The New York *Sporting Times* has the following article on Mr. Bull's plan for national championships:

"We confess to no little admiration for the statesmanship, not to say diplomacy, with which Mr. W. S. Bull, Chief Consul of the L. A. W., State of New York, relates his views on the L. A. W. racing championship question in the last number of the Bi. World and L. A. W. Bulletin. Mr. Bull, from his point of view, concerning which we cannot take issue with him, appears to have perfected a practicable plan for holding future L. A. W. championship racing meets, and we trust, from his point of view, again, that his plan will prevail with the L. A. W. magnates; for it unquestionably will do much to hold L. A. W. racers and to foster and promote interest in racing among L. A. W. clubs, in that it will prevent revolving of L. A. W. club members and tend to create a wider interest in L. A. W. racing at State and national meetings. Mr. Bull's reply to our esteemed confrere, Mr. Samuel Miles, of the Chicago *Referee*, appears to be ample. With your scheme, Sam, of Eastern, Western and Pacific Coast L. A. W. associations, the winners only to compete at national championships—the entire list at the latter would be so small as to render national meets devoid of special interest. By all means let Mr. Bull's plan be adopted. It is carefully wrought out, and shows that its author is devoted to the interests of the organization he so ably represents. With such men as Mr. Bull in control in the L. A. W., there is little fear of any serious disagreement between that body and the A. A. U."

NEW JERSEY DIVISION.

An adjourned meeting of the Board of Officers of this Division was held on Wednesday evening, December 4th, in the rooms of the Trenton Wheelmen's Club. Present—Chief Consul Dr. G. C. Brown, Vice Consul Dr. H. A. Benedict, Secretary-Treasurer Geo. C. Pennell, A. T. Dodd G. H. Cain, Robt. V. Whitehead and Frank L. C. Martin. At this meeting considerable important business was transacted. The Chief Consul read a letter prepared by himself, explaining the benefits to be derived by joining the L. A. W., and urging all riders to join that body. A copy of this letter he proposes to send to every non-League club in this State, and it will, I think, prove very beneficial in rolling up our membership. The Secretary-Treasurer reported that the new Constitution and By-Laws, which were adopted on October 31st, have already been printed in pamphlet form, and that he would send them to the various clubs, for distribution among the members, at an early date. I strongly advise every member to read them thoroughly. After the business was transacted, the members adjourned around the corner, where Messrs. Whitehead and Cain had prepared a spread, which all did ample justice to. Nitram.

THE JOINT MEETING OF THE COMMITTEES IN NEW YORK.

As per notice and call of President Luscomb, requesting a joint meeting of the Executive Committee, Committee of Rights and Privileges, and Committee on Improvement of Highways, the following gentlemen met at the office of President Luscomb in New York, at 10 o'clock, Saturday, December 7th, with President Luscomb in the chair, and Sanford H. Lawton as Secretary:

Executive Committee—Chas. H. Luscomb, of New York; James R. Dunn, of Ohio; and S. H. Lawton, of Massachusetts.

Committee on Rights and Privileges—Geo. A. Perkins, Boston, Mass., and Chas. F. Cossum, of Poughkeepsie, N. Y.

Committee on Improvement of Highways—Dr. Chas. S. Butler, of Buffalo, N. Y.; W. W. Share, of Brooklyn, N. Y.; and Julius E. Beal, of Ann Arbor, Mich.

Although Chief Consuls were invited to attend, the only one who responded in person was Dr. Brown, Chief Consul of New Jersey.

The object of the meeting was to discuss the best ways and means of promoting such legislation as will bring about the improvement of highways.

Dr. Chas. S. Butler, of Buffalo, N. Y., Chairman of the Committee on Improvement of Highways, delivered an interesting and exhaustive report, which lasted over an hour. In brief, he presented codification of rules and laws governing roads constructed and maintained in the United States. He stated that an active interest was evinced in improvement of roads by professors in universities and other prominent citizens and officials. He read letters from the Superintendent of the National Park Reservation at Niagara, endorsing the work as proposed by the League, and making valuable suggestions. He also read letters from others, recommending methods to be pursued. He also had a letter from the Secretary of Agriculture, Rusk, endorsing the movement proposed by the L. A. W., and expressing hearty sympathy. The doctor's report suggested that the questions to be discussed were as to what were the best methods to be employed by the League, and which would bring about the best results.

After brief speeches by most of the gentlemen present, in which the most earnest evidence of a desire to accomplish something tangible was evinced, it was voted that the Governor of each State shall be memorialized by sending through the Committee of Improvement of Highways, an address to each Governor, accompanied by extracts from messages of such Governors as have already endorsed the movement.

Mr. Perkins then addressed the meeting, and advised that the methods to be employed be that of working in the State Legisla-

tures, and in the course of his remarks he related the cause of the defeat of the bill which was presented in Massachusetts in the last session.

Dr. Butler advocated an active and earnest policy on the part of the L. A. W. if they wished to retain leadership in the movement of securing better roads, as it was spreading so rapidly and growing to such proportions among educated and leading men.

Dr. Brown, of New Jersey, spoke in approval of Dr. Butler's remakrs and gave most interesting statistics gathered from his Division.

Mr. Cossum favored the compulsory system as now in force in New Jersey, as against the advisory policy of Massachusetts.

Dr. Butler deprecated the policy of employing convict labor. Such measures were sure to invoke the opposition of the laboring classes. In speaking of the different kinds of pavements and road surfaces for city purposes, he spoke in the highest terms of the Trinidad sheet asphalt. He thought that the law ought to define and insist upon the manner of repairing country roads, and he also wanted the law to provide for the appointment of a State Engineer, together with a sufficient corps of assistants, whose sole business shall be to supervise this work.

It was thereupon voted that it is the opinion of this conference that it is not advisable at the present time to apply to the National Congress for any National legislation leading to the improvement of building roads.

It was also voted that it is the opinion of the conference that the line of legislation to be, the preparation of bills which shall take a direct method of improving highways in such States as it is deemed advisable.

It was then voted that the States of New York, Maryland, Ohio, and Virginia, shall be the states which shall first have bills presented as suggested in former motion, and also in such other States as the committee in their wisdom may select.

It was also voted that inasmuch as New Jersey and Massachusetts have indicated the direction in which they desire legislation in their respective States, it is resolved that the Committee on Improvement of Highways be directed to co-operate with such Divisions in the presenting of such bills.

In the discussion that followed it was decided that the proposed bills should embody the following principle points: to provide for and create a State Superintendent of Highways, a civil engineer, together with the necessary corps of assistants, whose exclusive business should be the power to direct and control the laying out, building, and maintenance of the highways. It was decided that the roads of the different States should be classified as follows: First, highways—between centres; second, roads—cross roads; third, lanes—private ways. All highways and roads should be maintained by direct cash taxation, to be levied and collected by the county supervisors.

It was voted that the Treasurer of the League be directed to pay to the Secretary of the Conference $500 for the necessary preliminary expenses to be incurred in prosecuting the work as laid down by this joint conference. The Executive Committee in compliance with the above vote, then voted to appropriate the sum above mentioned.

The Executive Committee also passed a vote approving of the proceedings of the joint conference. The conference then adjourned.

This report would be incomplete without a few words added to the effect that it was undoubtedly the most earnest and important meeting that the committee of the League have ever held. The gentlemen composing the conference are entitled to the thanks of the entire League for their hard work, and their earnest efforts to bring about results most beneficial. The speeches made, show great care and thought, and the different committees are now hard at work on the tasks assigned them.

DID ROE CYCLE AND WALK ALL THE WAY?

RUMORS are rife in Chicago to the effect that Tom Roe, on several occasions, used other means of getting over certain sections of the country between San Francisco and Chicago, than the cycle and "shanks' mare." |Some 3000 circulars purporting to come from a resident of Ottawa, Ill., were circulated in the City of Chicago, directly charging Roe with using a team to carry himself, his wheel, and Munger from Ottawa to Joliet. We also hear that "Roe has admitted that he took the train from Las Animas to Coolidge, Col., a distance of about 70 miles, and that his reported ride of 103 miles existed only in theory."

These are all serious rumors, and Mr. Roe and those connected with him in his cross-country enterprise should take steps to refute them. If Mr. Roe did accomplish all he claims, then great injustice is being done him; if, on the contrary, there is foundation for the reports, language is too weak to condemn him.

The circulars and rumors are public property in Chicago; it remains to be seen what action Mr. Roe will take. If he desires to say anything, the columns of the WORLD are at his disposal.

LATER.

Roe was seen yesterday (November 7) by a Chicago *Tribune* reporter. He was brown as a berry and looked fresh. He said, as he puffed a cigarette, that he felt first-rate.

"Have you seen the Ottawa paper's story about your riding from Ottawa to Morris in a carriage?' he was asked.

"Yes, I've seen it. They're off their base. There's no truth in it."

"It is said you have been riding part of the way in freight-cars."

"That, too, is a lie. I have covered the whole distance squarely. When a man breaks a record there is always somebody trying to dispute it. I don't intend to pay any attention to any of these stories any more."

NEWS AND COMMENT.

THE New Jersey wheelman are waking up and throwing their influence politically for candidates in favor of "better ways." Chief Consul G. Carleton Brown writes: "In the Elizabeth charter election, Dec. 3, every candidate favored by wheelmen was elected. We do not take the whole credit, but we helped them considerably, and they were anxious to have our backing."

MR. GEO. LLOYD and Mr. Ralph Temple arrived in New York on the S. S. Teutonic last Thursday. They both proceeded to Chicago on Saturday.

"ON Thursday, Dec. 5th," says our Cincinnati correspondent, "the Cincinnati Bicycle Club gave a smoker. The members were out in force and so were the invited guests. There was plenty of smoke, music, pipes, smoke, tobacco, smoke, cigars, smoke, doughnuts, smoke, cider, smoke and smoke. It was midnight before the company broke up. The affair was such a decided success that we will soon have another one, if for no other reason than just to keep the moths out of the piano."

"NOSTAW," of Bridgeport, Ct., writes: "I am very glad to hear that Norwalk is going to have better roads. For several years past the poor condition of the roads in that place and South Norwalk have been the bane of all wheelmen who visited that place from this city. Now that the Board of Public Works in that place have taken the matter in hand, however, road improvements are being pushed forward with great activity. Verily, Norwalk wheelmen are to be congratulated."

ON the evening of Dec. 5th the Fall River, Mass., Ramblers attended the fair held by the Bristol County Wheelmen at Armory Hall, Warren, R. I. The Ramblers, though small in numbers, are a well organized club and energetic.

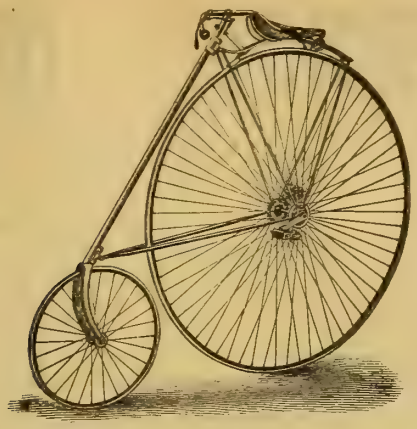
A polo team is being organized from among the members of the Rambling Wheelmen, of Bridgeport, Ct. So much interest has been manifested in the matter, however, and as there are so many members desirous of joining the team, that on Monday evening, the 2d inst., two teams were made up from the club and repaired to the Gem Rink, where an exciting game was played. One of the teams was composed of Messrs. A. Smith, Hill, Hurd, Elliott and Kenyon, and the other of Messrs. F. Smith, Rubey, North, O'Neill aud Challenger. The game resulted in a victory for the latter five, by a score of 4 to 2. According to agreement, the team winning the game will be the one to join the league now being formed by the several wheel clubs about the State.

MR. HENRY F. CAMPBELL delivered a most interesting lecture in Auburn, R. I., on his tour through England and France. The occasion was for the benefit of the Auburn Library. The lecturer, though an amateur, did wonderfully well, and before he had proceeded far he completely captured the audience. The interest during the two hours the lecture lasted was sustained throughout, and the happy hits and clever imitations of foreigners were heartily applauded. Some relics of interest were exhibited. A surprise was worked on the speaker in the shape of a large number of Rhode Island wheelmen, who marched into the hall in a body.

LIEUTENANT YALE, of the Cycling Club, of Syracuse, N. Y., is busy arranging a programme of entertainment for his banquet to the Cycling Club. He is endeavoring to knock out the "record" of the one given by his old chum McDougall, but we are told that he will have to hustle if he does it.

MR. HARRY BUCKLES, of Cincinnati, is getting up a design for the programme of the Ohio State meet that is at once novel and attractive, and cannot be copied by any other Division.

THE Rambling Wheelmen, of Bridgeport, Ct., have added a handsome new upright piano to the furnishings of their present quarters on Main street. This will furnish a long-felt want, as there are a large number of musically-inclined members in the club. At a meeting of this club held December 4th, it was decided



NOW IS THE TIME

TO SECURE THE AGENCY FOR "THE EAGLE" FOR 1890.

Machines with all improvements for next season are now ready for immediate delivery.

Do not wait until spring to purchase an EAGLE. You should know how to ride it well by that time, if you wish to handle the agency to any advantage to yourselves or us.

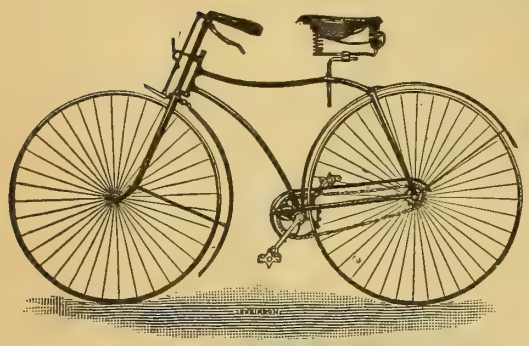
THE EAGLE has been well tried this season, and has not been found wanting. The remarkable records made and numerous races won on this machine within the past few months, together with the experience of hundreds of riders, prove conclusively that the "Eagle" is not only a practical machine, suitable for both business and pleasure riding, but the fastest and easiest running wheel ever offered to the public.

SEND FOR CATALOGUE.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

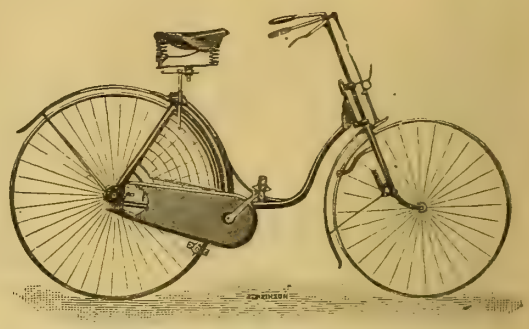
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SWIFT SAFETY.

IS

THAT



LADY'S SWIFT SAFETY.

THEY ARE CORRECTLY NAMED.

THE COVENTRY MACHINISTS' CO., Limited,

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ATTENTION, NEW ENGLAND!

To farther encourage our rapidly developing business in the East, we have established

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at 178 Columbus Avenue, BOSTON, where we will look after our

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Points outside this section will not be supplied, excepting by the factory as heretofore.

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Send for our Catalogue.

to keep open house on New Year's Day. All local wheelmen and friends of the sport, as well as all out of town cyclists are cordially invited to attend.

THE circular that Chief Consul High sent out to the Ohio Local Consuls has been so generally responded to that the Secretary-Treasurer is kept busy mailing packages of literature.

WE regret to learn from our Cincinnati correspondent that "owing to the ungentlemanly conduct of several wheelmen in the past, there are several hotel keepers in Ohio who will not make any concessions, whatever, to the L. A. W. The League ought to take cognizance of the acts of these hoodlums and expel them. If something is not done we may lose the respect of all hotel keepers. This is a subject that should command the attention of the National Assembly at its February meeting."

JEROME VAN KEUREN, an active and popular member of the Syracuse Cycling Club, was united in marriage Thursday, Dec. 12, to an estimable young lady of that city. The ceremony was witnessed by a large representation of the club. Mr. Van Keuren had many best wishes for the future.

CLUBS making arrangements for entertainments this winter will do well to read the advertisement of Mr. E. R. Collins, on page 143 Mr. Collins is well and favorably known among the wheelmen of New York and Newark.

CHAS. CRONINGER, the Captain of the Kentons, of Covington, Ky., was recently run down by a road hog in a milk wagon. The Kentucky Division ought to prosecute.

MR. D. J. POST, Chief Consul of Connecticut, was in Boston last Saturday.

"LAST year $162,048.03 were expended upon the roads in Allegheny County, Pa., and within the past fortnight four horses were unable to haul a carriage over one of these roads. If four horses were unable to haul a carriage, how many would be required to haul a farmer's wagon?"—*Exchange.*

"STAR" of Cincinnati, Ohio, thus comments: "Heavy loads on narrow tires have as much to do with the destruction of our highways as poor construction. They create and perpetuate ruts, scatter freshly laid macadam instead of packing it down, and thereby keep our highways in an abominable condition. The next pamphlet the L. A. W. publishes ought to contain an article on this subject."

A CURIOUS condition of things is told in the following item by our Syracuse, N. Y., correspondent: "The rubber on the right pedal of E. S. Petrie's roadster was entirely worn off at the close of the wheeling season, while that of the left pedal showed but little wear. It did not come from doing the pedal mount, for Mr. Petrie can't do that. The boys say one leg must he shorter than the other, but Mr. P. denies this and continues to wonder how it happened. The same thing occurred to the wheel of George Harris a year ago, but Horace Perry accounted for that." [Was it not caused by the rubber on one side being softer than the other?—ED.]

A NEW departure that of the Nashua, N. H., Cycle Club, which has voted to give a "*public* supper" on the evening of the 17th.

THE West End Bicycle Club of Rochester, N. Y., held a very successful carnival Tuesday evening, nearly 1000 persons being present. The programme was a varied one, consisting of music, trick bicycle riding, horizontal bar performances, roller skating race, which was won by Fred Smith; a slow race on wheels, also won by Smith; and a mile safety race between C. J. Iven and F. Chamberlain, which was won by the latter. Chamberlain took the lead at the start, and Iven was unable to pass him because of the narrowness of the track and the constantly recurring turns. Col. A. A. Pope made a short address.

"ENOUGH money has been expended in Allegheny County in the last ten years to make better roads than the national road was when it was at its best. * * * The State of Pennsylvania is taxed about seven million dollars a year for roads. In Allegheny County we allow $162,000 for roads, and $65,000 in addition for bridges, and what have we to show for it? This comes of a system of road making *that dispenses with engineers and with common sense.*"—*Exchange.*

MR. YOST, of the Lozier & Yost Mfg. Co., Toledo, paid a very hurried visit to this city a few days ago. We barely caught sight of the gentleman long enough to say howdy and good-bye "I am rushed for time," said Mr. Yost, "there are lots of friends I want to see but time forbids."

GOOD sleighing and good wheeling hardly a mile apart, is rather an unusual occurrence, yet such is the fact on the two roads that lead from Bangor to Oldtown, Me. The river road is in the best possible condition for wheeling, while the back road, as it is called, never sees any better sleighing in the dead of winter than its smooth surface now affords.

A COUPLE of Baltimore riders, while passing over the Baltimore and Riesterstown pike, were charged toll. This was a new departure, and the riders, so the report says, threaten to "contest the company's right." We should advise them not to do this. The pike company have an undoubted right to charge toll, unless their charter is very faulty.

THE Guards' Armory of New Bedford, Mass., was the scene of a very brilliant ball, given by the New Bedford Bicycle Club. Mrs. H. M. Knowlton and Mrs. Nathan D. Phinney were the patronesses of the ball, and as fast as guests arrived they were presented in due form.

EX-CAPTAIN E. W. DEAN, JR., of the Rutherford, N. J., Wheelmen, will shortly come to Boston, at which place he expects to remain during the winter months.

THE quarterly meeting of the Board of Officers of the Maryland Division will be held on Saturday, December 21st.

THE Somerville, Mass., Cycling Club cleared $25, over and above all expenses out of its annual party, which was held the other week.

S. WALLIS MERRIHEW, of Wilmington, Del., has accepted the challenge of N. H. Van Sicklen, of Chicago, to a road race, naming May 30, 1890 (Decoration Day), as the time, the Irvington-Milburn course, near New York city, as the place, twenty-five miles as the distance, and the teams to consist of five or six men each, open to all members of the Chicago Cycling Club and the Wilmington Wheel Club, irrespective of L. A. W. rules.

THE Peoria (Ill.) Bicycle Club have started in actively to influence public opinion and the city government towards the maintenance of better roads. A committee will be appointed who will make it their business to see personally, each and every member of the City Council from the Mayor down, as well as every member of the Board of Supervisors.

IN consequence of the similarity of the colors of the West Jersey Cyclers and the Philadelphia Bicycle Club the resultant difficulty in distinguishing the two, the former club has decided to "change the combination."

LAST Thursday evening the members of the Charlestown, Mass., Rovers and their invited friends gathered around the festal board at Young's Hotel, and discussed the "whichness of the when."

THE Harlem (N. Y.) Wheelmen are again on the road to prosperity. Not a week passes but what two or three names for membership are posted up. On Sunday, December 8th, 1889, this club took its last run of the season to Yonkers and Tarrytown. Twenty started out but the roads were so bad that when Yonkers was reached eleven dropped out, while the other nine continued on to Tarrytown, where they had a most enjoyable time in spite of the rain.

THE Plainfield, N. J. Bicycle Club cleared $190 by its recent indoor athletic tournament The club is seriously considering the advisability of building a gymnasium on the vacant lot in the rear of the club house. It was estimated that such a building as would be required would cost some $2000. A committee has been appointed to look the matter up.

"THE League of American Wheelmen is engaged in a good work in the direction of securing better roads, and it is to be hoped that its efforts will continue until the roads are more intelligently controlled and improved."—*North Attleboro Chronicle.*

THE Dorchester, Mass., Bicycle Club listened to an interesting address by Chief Consul Emery, Thursday evening.

"SENATOR" MORGAN writes us from Portland, Oregon: "We are giving cycling a boom here. We will possibly go to the antipodes yet. Our going is only postponed for a while."

A VETERAN corps has been organized in the Maryland Bicycle Club, of Baltimore, Md., which is composed of those who have held membership for five years or more. The number is now about thirty-five.

GOOD roads indicate common sense, thrift and economy. They are among the surest signs of intelligence, wealth and liberality. Their absence argues dullness, slothfulness and stupidity.

THE Manhattan Bicycle Club, of New York, "respectfully decline" to consider the question favorably of consolidating with the New Yorks. The Manhattan Club will now bend its energies towards the building of a new club house in the spring.

THE Philadelphia Bicycle Club rather discredits the claim of 205 miles for 24 hours by Kolb and Dimon of the South End Wheelmen. The *Item* offers a prize to be run for between these two men and Draper and McDaniel, of the Philadelphias, in a 24-hours race. Draper and McDaniel have stated that they will run such a race with pleasure.

THE *Globe*, of Atchison, Kan., refers to a lot of bicyclers desiring to form a club as "bicycle maniacs."

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

CORRESPONDENCE.

[The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]

"DELIVER ME FROM MY FRIENDS."

Editor Bicycling World: Mr. Luscomb, President of the L. A. W., is certainly an unfortunate man. Unfortunate in the possession of ambition and of a manner so toplofiical as to make him least liked where he is best known, and this, too, in spite of the fact that he is a man of real ability in some directions, and a good fellow at heart in the bargain; unfortunate in "beginning to begin" the good work of the Road Improvement crusade at the wrong end of his term of office; unfortunate that in making his first noticeable move as President he has contrived to get into a snarl with so good a man from a League standpoint, as Isaac B. Potter; unfortunate in that his own district and city show a large falling off in League membership, while the rest of the State shows a gain; unfortunate in that he cannot influence the large club of his own city to renew their allegiance to the League. But he is perhaps most unfortunate in his friends. Witness page 264 of the *Wheel* of November 29, 1889, wherein appears two letters advocating Mr. Luscomb's re-election, one from the editor, Mr. F. P. Prial, which he felt was too good to be kept as the exclusive property of his own select circle of readers and so had it published for the benefit of the cycling public at large in the WORLD of November 22, 1889.

This is a mighty queer document all through, chiefly remarkable for the painful predominance of the perpendicular pronoun. It has as many cap. I's as a *Century* war article, and as a Luscomb electioneering weapon strongly resembles a scythe without a handle.

Suppose some one who *opposed* Mr. Luscomb's re-election should refer to the state of the Highway Improvment movement as "a delay which is *even now* anything but creditable to the League."

Suppose the same or another opponent of Mr. Luscomb's re-election should refer to the honored President of the League as "a man of great force, of keen discrimination and of astute and legal perception; unhappy, some may say, in certain personal peculiarities." would it not seem that he was "damning with faint praise?" Suppose this suppositious opponent of Mr. Luscomb's should insist, truthfully enough, that the rank and file of the League "want good roads, not politics" and then proceed to describe Mr. Luscomb as "the kind of man who *revels* in *Parliamentary* complication" and who is possessed of (or by) "an appetite for complex codes."

Suppose, but it is far easier to suppose that this is the language of an opponent of Mr. Luscomb's re-election than it is for "those members of the National Assembly, who are *not on the inside*" and who consequently do not know that guile has no place in the *inner* circles of League politics, to imagine that this letter is in good faith an attempt to boom Mr. Luscomb for a second term.

One can imagine, though, the grieved expression with which the President, after reading this letter, would turn to his newly converted supporter and exclaim, "Call you this backing of your friends, Mr. P.?"

Mr. Alden's chief argument for the re-election of Mr. Luscomb is based on a general assertion that "the term of the League executive should be at least two years in length." His argument against the present system seems to be:

First—"The annual upheaval due to a new and therefore inexperienced President, and a *resulting change in the personnel of the various* national committees are certainly far from benficial."

Second—"The various Presidents have apparently felt forced to *reappoint and retain* many men on the national committees whose principal claim to recognition is that *they have served before*, and therefore possess that *important quality of experience*."

[All above italics are "Rural's."—ED.]

How is that for an argument?

The next point that Mr. Alden makes, viz., "With Mr. Luscomb it seems peculiarly proper and imperative that he be re-elected," may be conceded, but, with many others, the propriety and imperativeness of Mr. Luscomb's re-election are not so apparent.

Mr. Alden seems to have some doubts if Mr. Luscomb's road improvement policy "can be made successful," but thinks Mr. L. ought to be given another year to try. Mr. A.'s argument in favor of Mr. L. will apply, at least, as well to Mr. Dunn, who also "has had a year's experience together with his co-workers on the committees," and who besides has had experience as the Chief Consul of a large State Division, which Mr. Luscomb lacks.

But the part of Mr. Alden's letter devoted to the direct advocacy of Mr. Luscomb is as nothing compared with the concluding portion in which he takes Mr. Gates to task for saying that he thought Luscomb might resign in favor of Mott. Hear him:

"In a letter to the BICYCLING WORLD, Mr. Chas. E. Gates, of Buffalo, N. Y., makes rather an absurd, and altogether unwarranted statement. Starting modestly, and posing merely as 'a member of the largest League club, and an L. A. W. representative in the largest Division,' he warms up over his own egotism, and finally proclaims that he does not know whether Mr. Luscomb seeks re-election, but 'if he does I am sure he would resign in favor of Mott, *if he is in accord with the rest of the Division*, as I think he is.' From his far-off western corner of this State, I think Mr. Gates has given himself a tremendous amount of rope in voicing the sentiments of the New York Division, and will venture the suggestion that when he looks at his mirrored reflection he sees but an extremely small portion of the said Division. I do not think Mr. Luscomb will resign in favor of Mr. Mott, nor do I think such action would be in accord with the rest of the Division."

How fine is the scorn with which Mr. Alden reproves a man "from his far-off western corner of the State" for presuming to voice the sentiment of the New York Division.

"Far-off corner of the State" is good. Far off from what? From rich clubs that withdraw their organized support from the League, yet contrive to get about as much out of it as if they loyally supported it? Far off from the centre of intrigue and disloyalty—of official influence and overbearing selfishness?

When one reflects that this reproof comes from a gentleman who is not a member of a League club, whose club, the Long Island Wheelmen, of which his candidate for President was and is a member, withdrew from the League, as a club, a year ago, who owes his position as "Delegate to the National Assembly" to a bit of parliamentary sharp practice, by which a minority of votes cast was made to elect, one can but admire the "nerve" that enables a man in Mr. Alden's position to read a man in Mr. Gates' position the lecture he does. Ceasar informs us that "All Gaul was divided into three parts." It would seem that the possession of *at least* two of them would be necessary for such a performance.

Mr. Alden, as a League member, has a right to his opinion as to who should be President, as a "Delegate to the National Assembly" he will have, when the time comes, a right to vote for the man of his choice, but he may as well understand at once that members in "the far-off corners of the State," where League membership is the rule among wheelmen and wheel clubs, and where loyalty to the League is the rule among League members, have quite as good a right to their choice and opinions as if they belonged to some of the non-League, or *anti*-League, cycling clubs of New York City or its suburbs, and that letters like the one under consideration will do his candidate far more harm than good.

He may know that Mr. Luscomb is not likely to resign in favor of Mr. Mott or anybody else so long as there is the faintest prospect of his own success, but it is not wise to sneer publicly at the honest fellow "from the far-off corner of the State," who has a higher, though possibly unfounded, opinion of Mr. Luscomb's elevation to the body which has once honored him with the highest position in its gift.

Well might Mr. Luscomb exclaim after reading the letters of Messrs. Prial and Alden, "The Lord deliver me from my friends."

Yours, RURAL.

"LINNEUS" ON ROADS IMPROVEMENT LEGISLATION.

THE general obligation and necessity for better highways is fully acknowledged, and the question of means and expediency alone are left for consideration. Should the powers that be, deem it advisable to adopt the local option feature upon the law, under which counties may issue bonds for road construction or the direct tax feature, I would urge upon them the great importance of restricting the power to well defined limits, in order that the people may not be burdened with a heavy public debt beyond their capacity to pay, constituting a mortgage on their property for years to come. For this reason road legislation for the large and comparatively scantily populated Western States will have to be radically different than what will be adopted in the East. Take Missouri for example, with an area almost as large as the entire New England, with miles upon miles of uncultivated and wild lands, and the problem of road improvement becomes a difficult one, except near the larger cities. To repeal the present road law in this State entirely, and provide for public roads by taxation alone, would be as unjust as

the law now is in many features, and would practically confiscate the property of some sections, where it is mainly in the hands of the minority of the people, and it would exempt a large class who contribute in no other way to the necessity of the State, not even paying a poll tax. There is a mutuality of obligation, which should not be ignored in this question. In this connection the thanks of all wheelmen and all believing in good roads are due to Col. Albert A. Pope for the active stand he has taken. These speeches are being scattered all over the West, and I was greatly gratified to find one of them published in the Cameron, Mo., *Vindicator*. *Colman's Rural World*, an agricultural paper with the largest circulation in the Mississippi Valley, has taken up this question, and its wide influence will, no doubt, be felt ere many days. The League, in pushing this question, has wrought a noble work, and it is, therefore, of the utmost importance that the candidates for the office of President pledge themselves through the columns of the BICYCLING WORLD to give this matter their fullest support and push it to a successful end wherever legislation is attempted. LINNEUS.

St. Louis, Dec. 9.

LOUISIANA FOR JAMES R. DUNN, OF OHIO.

Editor Bicycling World: I rise to explain, as I have been advocating the election of Albert Mott, of Maryland, for President.

I still insist that Mott would have made a grand officer, and a President that all League members would have been proud of, he is such a faithful, earnest worker, and I know him so well I saw a bright future for the L. A. W., but his withdrawal stops all comment in his behalf.

My only objection to Dunn was that he was from Ohio, and as that State had had a two-term President, wanted a change, but as one of your correspondents said last week, "we cannot help it, our soil and climate produces great men, which we cannot help."

James R. Dunn, of Ohio, has been in the League politics so long he is better acquainted with its needs and requirements than any other man. He has been a faithful worker, and has faithfully guarded the best interests of the League. The withdrawal of Mott leaves only one candidate in the field, and that is Dunn.

I can see nothing but good for the League with Dunn at its head. He knows the inner workings of all its committees; he has been on them, and knows what they have done and what is left for them to do. Under his guidance, the League will flourish, and make another big stride towards success.

Our votes from this State will be sent
To vote for Dunn for President.

New Orleans, La. MARNOLA.

NO NEED OF SIGN-BOARDS IN CONNECTICUT.

Editor Bicycling World: In last week's WORLD we noticed "Nostaw's" plaint about the absence of sign-boards on Connecticut roads. He recounts befuddlements resulting from the absence of these *targets* at cross roads.

Is it to be presumed that the Bridgeport gentleman does not possess a copy of the Connecticut Road Book, which is a sign-board at every turn in the State?

Drop us out of the clouds on any highway in Connecticut, our road book in pocket, we inquire of the first native to get our bearings, and we get home, it makes no difference from where, road signs or no road signs. This is where the wheelman has the *expansion* on the driver of asses. Get thee a road book, "Nostaw." It will be some little time yet before we get all our road improvements well under way.

In the meantime this will save you much annoyance. Think of it! A road sign for every fork and cross road in the State, bound in leather, convenient size for the pocket.

Touching other phases of this subject we shall have more to say anon.

Will "Nostaw" kindly send us his address?

Danielsonville, Conn., Dec. 9, 1889. ARTHUR ALLEN DEAN.

F. M. DAMPMAN ON THE RACING QUESTION.

Editor Bicycling World: I have not received the two last copies of your valuable paper, and may not be posted to date on the discussion of the racing problem, but I have read the articles contributed by Mr. Bull and Mr. Miles with interest, and as one of the racing men, I am heartily in sympathy with the former and endorse his ideas.

Dividing the country into sections, as suggested by Mr. Miles, seems to me to be but a half-way step. True, it is in the right direction, but it would be far better for the members of each Division to compete for the honors at different distances for their own States; and then the honor men—only— be eligible as competitors for a national event. Excepting that where evidence is conclusive that no competitions for State championships were held in some certain State; entries of members from that Division should not be rejected.

The paying of expenses should be allowed, except when paid by manufacturers or dealers for advertising purposes, but of course be optional with the Division or club to which the racer belonged.

I believe in the "League" for the "League" only.

As a distinct body of men, with work to do in the future, it is policy to work every department so as to gain more power, more members and more influence, and to emphasize our distinctness by correct legislation and its rigid enforcement. The victories which the "League" has gained, and all the advantages which it has earned for wheelmen, should benefit its members and them only. All cycle races are now run under its rules, and I believe the plan as outlined by Mr. Bull, would ultimately give the "League" absolute racing control, make its championships national, in fact as well as in name, and add to its prestige and power in other lines of work. FRANK M. DAMPMAN.

Honey Brook, Pa., Dec. 5, 1889.

THE CHICAGO CLUB TEAM.

Editor Bicycling World: By giving the following notice a place in your columns you will greatly oblige the undersigned:

The recent notice, accepting the defi. of Van Wagoner, McDaniels and Dampman, has been construed as a challenge to the world by some of our racing men. To such I wish to say that we claim to have the best racing team in this country and stand ready to *receive* a challenge from any team organized strictly under L. A. W. rules, and we will stick to this clause with the exception of the above named team. Distance must not be over ten miles, except in the case of the Wilmington Wheel Club with which we are negotiating for a race of twenty-five miles on the road, but we will not race this distance with any other club, and we prefer track to road racing. Notice is also hereby given that owing to the Pullman handicap being run annually on the 30th of May, (Decoration Day) we cannot make a date for that day. Respectfully,

W. H. VAN SICKLEN,
Captain Chicago Cycling Club.

"DON'T STOP THERE."

Editor Bicycling World: If Mr. Kempton will allow, I would like to enquire what possible harm may come if we should lose in the Road Improvement Legislation on the first trial. Could we not come up again, smiling, with larger numbers? By all means distribute education, but don't *stop* there.

Now, in this section the roads have been steadily growing poor for several years. I have talked with large numbers of farmers (whom are usually represented as thinking no progress is needed in the road line.) All have declared that we need good roads and that we will have them, too. I think if the trial is made, you will find all will favorably receive it. Respectfully,

Baltimore, Md. 23,257.

"SALINA" TO CAPTAIN LANCASTER.

Editor Bicycling World: Captain Lancaster, of the Knickerbocker Cycling Club, in his communication of 29 November, headed "'Salina' is Corrected," manifested the proper feeling of protection for his little band of followers, such as an officer should always show. If the Knickerbockers have not fallen off in club enthusiasm, then "Salina" was misinformed, and regrets that a paragraph to that effect was ever written. It would be well to state, however, for my own justification, that the information came directly from a member of the Knickerbocker Club, whose exact words to me were, "I am getting tired of the club, for there is no life in it." I wish also to call Captain Lancaster down for the statement that he had twenty-three men in line at the recent parade. The number was barely half of that, and some of them were riders under eighteen years of age, or not members of the club.

SALINA.

COMPANION FOR A TOUR ACROSS THE CONTINENT WANTED.

Editor Bicycling World: I would like to open correspondence with some L. A. W. man, with reference to a trip to the Pacific Coast from New York City.

I have in mind the following suggestion: The trip to the westward to take not over 110 days, and the entire distance to be traversed awheel or afoot. The routes to be taken would be Geo. B. Thayer's outward one (1886), and the middle of April generally finds frost out of the ground, and would be the time I should prefer to start. My pleasure would be in proceeding fairly slow and

"taking it all in," not in breaking records. It will be a pleasure to answer fully any query addressed to L. A. W. 23,416, care Treasurer N. H. B. C., New Haven, Conn., 173 Olive street.

RACES AND RECORDS ON ROAD AND TRACK.

AT NAPA, CAL.—The wheelmen of Central California held a race meeting at Napa, Saturday, November 29. The attendance was about 500. The first and last quarters of the track were very fast, the balance sticky, making the time in mile races slow.

In the one-mile race novice, John Brown, Allen Marshall and George P. Wetmore started. Marshall won easily, Wetmore second. Time, 3.40.

In the one and a quarter mile, Wm. Day, F. E. Southworth, Thomas H. Doane, C. B. Wheaton and C. E. Townsend were the starters. Won by Southworth in 37 1-2 seconds, breaking the Pacific coast amateur record. Doane and Wheaton collided soon after starting. Both fell and were unable to rise, and were carried from the track badly bruised, but not seriously injured.

One-mile safety novice; starters—W. M. Parker and George H. Seibe. The latter was an easy winner. Time, 3.58.

Three-mile handicap; starters—J. E. Southworth, scratch; Julius Smith, scratch; C. E. Townsend, 50 yards. Won by Southworth, Townsend second. Time, 11.14 3-4.

One-mile safety—C. N. Langton, C. B. Lakeman and Sanford Plummer entered. The last named won, Lakeman second. Time, 3.25.

One-mile—F. E. Southworth, Alphonse Coe and C. B. Wheaton entered. Won by Southworth, Wheaton a close second. Time, 3.37.

One and a quarter mile, Vineyard Valley wheelmen only; entries—Joseph Parker, Chris Veight, Charles Kather and George Thompson. Won by Parker, Thompson second.

Five-mile handicap—George P. Wetmore, 300 yards; Julius Smith, scratch; F. E. Richardson, 150 yards. Richardson withdrew after the first mile. At the end of the fourth mile Smith and Wetmore were even. Suddenly Smith took a header and fell heavily, and was carried senseless from the track and did not revive for ten minutes. He was badly bruised, but no bones were broken. Wetmore continued, finishing in 20 minutes and 14 seconds.

Two-mile safety handicap; entries—Sanford Plummer, scratch; C. B. Lakeman, 50 yards; C. N. Langton, 150 yards: W. M. Parker, 350 yards; G. H. Siebe, 300 yards. Won by Plummer, Lakeman second. Time, 7.03 2-5.

The festivities closed with a grand ball in the Opera House this evening.

AT BUFFALO, N. Y.—The much-talked-of match tandem race between Messrs. Brinker and Milley, of the Buffalo Club, and Messrs. Iven and Chamberlain, of the West Ends, Rochester, N. Y., came off at Buffalo last Saturday. The route was from Summer street, and the finish at Bouck avenue, the end of the Richmond avenue asphalt; distance, one mile. At 4 P. M. the men faced the starter and on being sent on, the Rochester men cut out a clinking pace. The Buffalo teams, however, kept right along and at Utica street pulled up even, passing the West Enders a short distance beyond. The pace had been hot, but the Bisons made it hotter, in fact so warm that the Rochester men had to view the rear of the Buffalos' wheels forty yards away when the latter crossed the line easy winners.

The "time keepers" (?) at start and finish were so excited that they forgot to time. Hence the time given, 2.39, was *guessed at.*

AT NEW ORLEANS The route between Baton Rouge and New Orleans has many times been essayed to be ridden over in one day, but until the other day all efforts have been futile. Messrs. F. B. Borm and O. M. Spring, of the Louisiana Club, accomplished the feat. The start was made from Baton Rouge, at 5.30 A. M., December 1, the cyclists taking the river road down the river, passing on the way Whitehall, College Point, Bonnet Carre, Red Church and Kenner, and thence to New Orleans. They arrived at Carrollton, at 2.30 o'clock yesterday morning, being very tired and covered from head to foot with dust, and having travelled 121 1-3 miles over as bad a stretch of roads as can be found in the State. After deducting the time consumed in stops, 6 hours and 28 minutes, it leaves the actual riding time for the 121 1-3 miles 14 hours and 32 minutes, being very fair time indeed. The distance was measured by cyclometer, and was checked at different points along the way. The roads were heavy with sand, and a head wind prevailed.

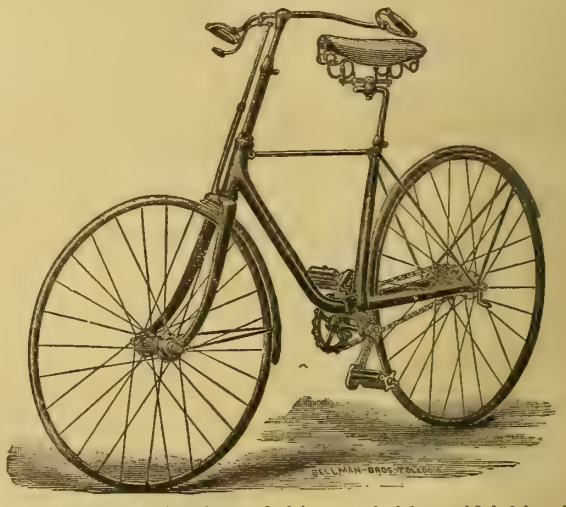
AT PHILADELPHIA, PA.—The local 24-hour championship record made a week ago by the South End Wheelmen, through their riders Dimon and Kolb, did not stand very long, B. Frank McDaniel of the Pennsylvania Bicycle Club accomplishing 211 1-2 miles, starting Saturday night. The four men, McDaniel and Draper from the Pennsylvania Club, and Dimon and Kolb from the South End, were to have started together from General Wayne at six o'clock, but Draper did not turn up, so the other three began their long ride at seven o'clock. It was a clear moonlight night, and McDaniel began cutting out the pace at a lively gait, gaining a full lap on the South End men by midnight, at which hour he had ridden 67 1-8 miles. The race was over the the 7 1-8-mile course on Montgomery avenue and the Lancaster Pike, and checkers took the time of the men as they made the circuit.

Six A. M. showed McDaniel over seven miles in the lead, and at noon he was nearly seventeen miles ahead—two laps and a half—having about 180 miles to his credit. At this point it became evident that, barring accidents, he would place the record at 250 miles, and when it began to rain heavily great regret was expressed. McDaniel stopped at 12.31, while the South End men pluckily ploughed on through the rain, making up a lap when they stopped at about half past one o'clock, with a score of 171 miles. The heavy mud on the road gave evidence that they could not do more than 205 miles—their previous performance—and as they had by their gallant efforts completely vindicated their claims of a week ago, it was thought best by their club friends that they withdraw, which they accordingly did. The Pennsylvania man, however, was not in a stopping humor, and at 2.45 P. M. he was on his machine again, and carried along by Merrihew and Van Wagoner rolled off lap after lap, through the rain and mud, stopping at 6.15, with 211 1-8 miles as the record for twenty hours' work, 60 miles of which were ridden through mud so heavy that the wheels were clogged. The Pennsylvania Bicycle Club thus hold the championship. McDaniel takes the special prize offered by the *Item* to the winner, which is no less than a handsome gold watch, suitably inscribed.

"ARIEL."

THE LITTLE GIANT BICYCLE.

(The Lozier & Yost Bicycle Mfg. Co.)



WE made an examination of this youths' beautiful bicycle the other day, and we were delighted with its appearance. The cut above gives an excellent idea of the form of this machine, and of the diamond frame. We tried to "spring" the frame, but our efforts were unavailing, and it stood the twisting and spring test as stiff as a church. The backbone is of cold drawn weldless steel tubing. The top brace rod can be removed, and thus converted into a girl's bicycle, a point of great importance to purchasers.

The wheels are tangent spokes, tied and plated up to the knot. The bearings are cone, of an extremely neat pattern. The crank shaft bearings are so arranged that "locking" from the accidental introduction of grit is impossible. The chain adjustment is most simple, effective and strong, and is covered by patents. The steering head is of the sleeve pattern, which adds to the machine's beauty materially. The brake and steering rods are adjustable. The handles can be furnished plain, pear shape or spade as desired. The saddle is one of the nicest things we ever examined. It is double cradle. It is adjustable, to take up stretch, by means of a simple arrangement of set screws and sliding plates, and does not have to be removed from the L rod when adjustment is desired. The saddle is also adjustable if need be for side sag—that is, there are *four distinct points*, two front and two in the rear—at which the saddle can be lowered or made higher. It admits of fore and aft adjustment in every possible way. This saddle is Torkelson's patent. The brake is a direct plunger. The finish (enamel and nickel) is wonderfully fine considering the price. Weight 35 pounds. Price $35.

Lozier & Yost are to be congratulated on bringing out such a splendid little wheel, and if the capacity of their factory is not taxed to the utmost to furnish the demand then we shall put the public down as being most non-appreciative of a good thing when they see it. We have seen nothing in the market at the price to compare with it in appearance and fittings.

Messrs. Wm. Read & Sons of Boston have been appointed sole New England agents. All orders for that district should be placed through them, and as the demand will be large, we should advise quick orders.

THE UNION CYCLE MFG. CO.

ERRATA. Not through any fault of ours, but because of a mistake in giving information to us, we have spoken of the re-organized Springfield Bicycle Mfg. Co. as the Springfield Cycle Mfg. Co. This was a mistake. The new company will be known as the Union Cycle Mfg. Co. Full particulars as to machines, etc., for 1890 will be forthcoming at an early date.

THE best Christmas present for a growing boy is a good safety bicycle. It is sure to be appreciated, lasts indefinitely and benefits him more than a complete gymnasium. One of the best youth's safeties is the Premier, built by Hillman, Herbert & Cooper, of Coventry, England, and imported by L. H. Johnson, Orange, N. J. Twenty-six inch wheels, ball bearings to the principal wearing parts, hollow forks and the most careful fitting of the best steel only, go to make up a small adult's safety that will stand a boy's incessant use until he is ready for a full sized machine. Mr. Johnson has a stock of these wheels ready for immediate delivery and guarantees shipment the day order is received. The price is $65. Catalogue mailed on appli ation.

"WE will expend upwards of $800,000 on our roads in Allegheny County, Pa., in the next five years; if we persist in the practice that was a make-shift for past generations, we shall have as little to show in the way of progress as Hottentots."—*Exchange*.

W. S. MALTBY, the renowned "scientific and artistic cyclist," is at present giving exhibitions of fancy riding on the "Eagle" bicycle in the principal cities of Australia, and is astonishing the natives by his performances on the American "bird." In some recent correspondence he sends photos. of himself doing his trick riding, and gives some amusing accounts of the reception of this novel wheel by the Australians. Mr. Maltby uses his "Eagle" altogether for road riding, and all sorts of remarks are passed about it, such as, "I say, Boss, yer going the wrong way," and "I'll bet yer a bob he's riden' 'er backwards."

SECRETARY BURNS yesterday notified all local bicycle clubs, of New York City, that the Park Commissioners would not hereafter allow club members to exercise at a greater rate of speed than six miles an hour in the parks, nor any coasting whatever on the inclines.

IT is the intention of the White Cycle Co., of Westboro', to have printed and sent out a fine reproduction of a photograph of "Jack," taken on a safety, and dressed in the clothes he wore at Hagerstown. "Jack's" admirers are legion, and all will be pleased to be able to get one of these pictures.

IN view of the action of the Danbury, Conn., authorities in forbidding sidewalk riding, the Danbury Wheel Club passed the following resolutions: "* * * *Resolved*, That we recognize the fact that a bicycle has no right upon the sidewalk, and we will both as individuals and as a club use our influence to prevent the indiscriminate use of the walks; and be it further *Resolved*, * * * That we depiore the miserable condition of most of our streets, which is a disgrace to the city, and which so often makes riding in some places impossible, except upon the walk."

THE Passaic (N. J.) City Wheeling and Athletic Association will hold a grand fair, in their new club house, from December 17th to 19th inclusive, the profits accruing from same to be devoted exclusively toward furnishing their house. Invitations have been sent to all the neighboring cycling organizations.

THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of leveing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unneccessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

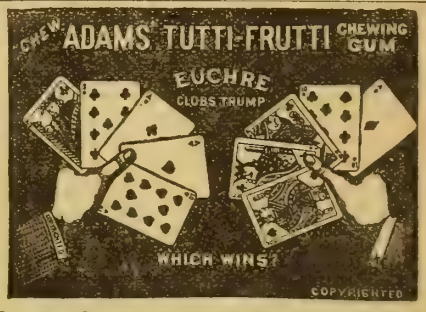
A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

Price, $25.00.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.



SPOKE GRIPS

are not expensive, but are mighty convenient sometimes, and every wheelman should have one.

Our **DOUBLE GRIP"** is a good, substantial one, and fits perfectly No. 10 and 12 wire.

Price by mail, **60 cents.**

WHITTEN, GODDING & CO.
118 So. Main Street, Providence, R. I.

TO CLUBS.

If you are going to give an entertainment this season it may interest you to know that

E. R. COLLINS,

one of the well-known humorists of "Texas Siftings," and also well known among wheelmen, is open for a few engagements during January and February. For dates and terms address,

"Manager," Box 207, Westfield, N. J.

For all kinds of
Bicycle Repairing,
Nickel Plating,
Enamelling, etc.,
Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street. BUFFALO. N. Y



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1889—90.

PRESIDENT,
CHAS. H. LUSCOMB,
280 Broadway, New York

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass.

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

Standing Committees.

Executive and Finance.

The President and Vice Presidents (as by the Constitution required.)

Membership.

A. E. Mealy ....1736 Druid Hill Ave., Baltimord, Md.
F. L. Casselberry.....Mansfield, Ohio

Improvement of Highways.

Dr. Chas. S. Butler.....680 Main St., Buffalo, N. Y.
Wm. W. Share.....Brooklyn, N. Y.
Junius E. Beal.....Ann Arbor, Mich

Rights and Privileges.

A. Moore Berry.....421 Olive St., St. Louis, Mo.
George A. Perkins.....Cambridge, Mass.
Chas. F. Cossum.....Poughkeepsie, N. Y.

Rules and Regulations.

Dr. Wm. H. Emery....109 Warwick St,, Boston, Mass.
W. A. Davis.....Chicago, Ill
Chas. L. Brockway.....Middletown, Conn

Racing.

C. S. Davol..... Warren, R. I.
George S. Atwater.....Washington, D. C.
Harry H. Hodgson..... New Orleans, La.
George Collister..... Cleveland, Ohio.
Robt. A. Smyth.....San Francisco, Cal.

Transportation.

W. M. Brewster.....309 Olive street, St. Louis, Mo.

Missouri Appointment.

Mr. Jno. Sansom is hereby appointed Local Consul for Kahoka and vicinity. Fraternally yours,
ROBT. HOLM.

Pennsylvania Division.

At Bryn Mawr refreshments and meals may be had at Wolfe's bakery. Large parties may be accomodated upon giving reasonable notice.

SAMUEL A. BOYLE, Chief Consul.

League Clubs.

The following clubs have qualified as League Clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

No. 245—Vineyard Valley Wheelmen, Napa, California. R. A. Simon, Pres; S. K. Buford, Sec.

Local Consuls for Illinois.

I have this day appointed the following local consuls for 1890:

Argenta, W. D. Kidder.
Beardstown, G. Bley, Jr.
Bement, H. S. Bowers.
Braceville, J. J. Young.
Braidwood, D. S. Barr.
Bridgeport, E. B. Hunter.
Cairo, J. C. Hancock.
Carthage, W. H. Davidson.
Carpentersville, F. E. McEwen.
Chenoa, W. D. Fales.
Chillicothe, A. Gray.
Collinsville, F. H. Roberts.
Edgewater, J. S. Goldsack.
El Paso, E. L. Dunn.
East St. Louis, C. H. Belden.
Fairbury, E. Bangs,
Forrest, J. H. Kingsbury.
Forreston, G. B. Covell.
Fulton, J. R. Koetter.
Gardner, E. J. Peck.
Genoa, Dr. A. M. Hill.
Girard, J. C. Roach.
Grand Crossing, C. F. Lovejoy.
Hegerwisch, C. D. Allis.
Hudson, H. W. Cox.
Illiopolis, B. F. Ogle.
La Place, S. J. Cripe.
Lanark, F. L. Heirling.
Lincoln, J. W. Barrett.
Marengo, G. A. Stanford.
Marshall, J. A. Norton.
Mendota, Mark Ruggles.
Menard, H. L. Swartz.
Mt. Ayer, D. L. McConanghy.
Mt. Carmel, W. W. Olmstead.
Mt. Sterling, J. Thurman.
Normal Park, A. Guthrie.
Oak Park, T. H. Morris.
Olney, B. S. Murray.
Onarga, J. A. Wright.
Paxton, F. T. Sutton.
Piper City, J. K. Montelius.
Princeville, J. B. Ferguson.
Polo, C. W. Powell.
Ravenswood. G R. Beam.
Sandoval, J. B. Grice
Seneca, W. Jones.
South Chicago, A. Kraetzer.
Sparta, J. M. Nickles.
St. Joseph, F. M. Koch.
Sycamore, W. C. Stine.
Walnut, A. E. Burress.
Warrensburg, J. T. Edwards.
Waverly, Dr. J. W. Hairgrove.
Woodland Park, F. J. Smith.

W. A. DAVIS, Chief Consul Ill.

Chicago, Dec. 6, 1889.

Tennessee Appointments.

List No. 2.

Local Consuls have been appointed as follows. Term of office to expire September 1st, 1890:

No. 6—Geo. H. Wilson, Knoxville.
No. 7—T. S. Sedgwick, Chattanooga.
No. 8—Wm. O. Homer, Cleveland.
No. 9—A. J. Bukhardt, Franklin.
No. 10—W. W. Sheen, Bristol.

JOSEPH R. WILSON, Jr.,
Chief Consul of Tenn. Div.

Membership Committee.

Mr. A. E. Mealy of Baltimore, Md., of the Membership Committee is hereby appointed its chairman, in the place of Mr. Jessup, resigned.

Mr. George C. Pennell of Elizabeth, N. J., is appointed third member of the Membership Committee to fill the vacancy caused by the resignation of Mr. Jessup.

CHARLES H. LUSCOMB,
President L. A. W.

Ohio.

To Local Consuls:

One of the objects of the League of American Wheelmen is, as you are aware, to secure a reform in the method of making and repairing our highways.

With this object in view the Ohio Division L. A. W. raised a subscription last winter to enable them to support the Tyron Bill which had been introduced into the Ohio Legislature, but which unfortunately failed to pass. The Legislature refused to vote for it on the ground that there was no demand for such a bill among their constituency.

It is therefore evident that it would be the height of folly to repeat the attempt until there is a public sentiment favoring such a measure.

It is our duty then to begin at the beginning and endeavor to create such a sentiment.

We must get as many wheelmen as possible to join the L. A. W.

We must get them to form League clubs.

We must get them interested in road improvements.

We must get them to do all they can in circulating road literature where it will do the most good.

We must get the Press in our State interested.

We must endeavor to instruct road superyisors as to the best methods of keeping roads in repair.

We must try to convince carriage makers, livery stable keepers, and all those who use the roads that our interests are their interests, and that by helping us they will be helping themselves.

The officers of the Division can do very little without the earnest and hearty co-operation of each and every Local Cousul.

The Secretary-Treasurer, Dr. William D. Kempton, 550 Freeman avenue, Cincinnati, will supply you with whatever quantities of the following printed matter you can use:

1. Blank applications for membership in the L.A.W.
2. "What is a League Club? and how to form one." A circular.
3. "The objects of the L. A. W., and how to join." A 4 page circular.
4. "Roads and Road Improvement, Macadam Roads." A 20 page pamphlet.
5. Improvement of Highways." A 76 page pamphlet.

Hoping that you will use your utmost endeavors to get this literature placed where it will do the most good, so like the leaven which the woman hid in three measures of meal, it may soon leaven the whole lump,

I remain fraternally, M. A. HIGH,
Chief Consul Ohio Div. L. A. W.

Ohio.

List No. 4.

Chief Consul M. A. High has appointed the following Local Consuls:

Ada, W. H. Morrow.
Akron, H. D. Folley.
Bedford, W. C. Whittaker.
Bridgeport, John A. Topping.
Belleville, Lynn A. Le Fevre.
Cleveland, Henry E. Chubb.
Eaton, Ed. Wyatt.
Foster's, Walter G. Bridge.
Fostoria, D. F. Berrenger.
Germantown, Orvon Graff Brown.
Greenfield, D. O. Miller.
Harrison, Harry O. Campbell.
Lewisburg, S. N Keighley.
Lebanon, W. G. Lowry.
Lindale, Walter Dolen.
Lockland, David M. Hensley.
Leetonia, Jesse Slargeon, M. D.
Mt. Carmel, A. R. Crook.
Mason, Pete W. Ross.
Miamisburg, G. A. Hoover.
Medina, B. Hendrickson.
Marion, B. E. Dombaugh.
Norwood, W. S. Cadman.
North Lewisburg, W. E. Austin.
New Vienna, L. C. Malone.
Norwalk, H. G. Morrow.
Oberlin, Theo. Edward Tenney.
Plainville, Estus T. Flinn.
Ravenna, S. J. Post.
Steubenville, J. B. Griffith.
Sinking Spring, J. Frank Pugsley.
Troy, J. H. Julian.
Upper Sandusky, Sherman A. Cuneo.
West Alexander, O. E. Halderman.
Youngstown, Independence Grove.

Chief Consul High has also appointed the following League Hotels:

Akron, Buchtel; reg. rate, $2.50; to L. A. W., $2.50.
Ada, Young Hotel; reg. rate, $2; to L. A. W., $1.50.
Bellefontaine, Mittenberger: reg. rate, $2; to L. A. W., $1.50.
Cincinnati, Palace Hotel; reg. rate, $2; to L. A. W., $2.
Cleveland, Weddell House; reg. rate, $3; to L. A. W., $3.
Fremont, Ball House; reg. rate, $2; to L. A. W., $1.50, and 50 cents per meal.
Hicksville, Swilley House; reg. rate, $2; to L. A. W., $1.50.
Leetonia, Hershey House; reg. rate, $2.50; to L. A. W., $1.50.
Miami, Miami House; to L. A. W., 50 cents a meal.
Marysville, Park; to L. A. W., $1.50 a day.
Marion, Hotel Marion; reg. rate, $2; to L. A. W., $1.50.
Ravenna, Etna House; reg. rate, $2; to L. A. W., $1.50.
Upper Sandusky, Pierson House; reg. rate, $2; to L. A. W., $1.50.
Youngstown, Tod House; reg. rate, $2 and $2.50; no reduction to L. A. W.

There are still three districts to be heard from. As soon as these come in the supplement to the Hand Book will be given to the printer. It is hoped that it can be mailed to the members of the Division some time in January.

Chief Consul High has decided to hold the meet of the Ohio Division in Cincinnati on Thurdday, Friday and Saturday, July 24, 25 and 26; a notice giving further particulars will be mailed with the supplement to the Hand Book. The meet will be a strictly L. A. W. affair. None but those presenting their L. A. W. tickets will be permitted to take advantage of the reduced rates on the railroads, or to participate in any of the festivities.

WILLIAM D. KEMPTON,
Sec.-Treas Ohio Division L. A. W.

Attention!! Tennessee Local Consuls and Members.

Gentlemen: Our State membership this year is only about ninety-five. We closed the last League year with about one hundred and twenty names on our roll. Surely it is not the purpose of the Tennessee League members to let our State, which holds such an advanced position in other matters, lag behind in League work. We *can* and *should* lead all of our sister Southern Divisions in the great work we have before us, but it takes numbers to accomplish the task that we, as a Division, should deem it a privilege to accomplish. The League is about to undertake a work in which, especially in our section of the country, the laborers are too few. If our fellow wheelmen througout the State care for the good of their chosen sport, they will certainly be willing to contribute their yearly mite of one dollar ($1 00) for the carrying on of the work, even though they did not receive the benefits to be derived from League membership. To every member of the Tennessee Division who is loyal to his State, I most earnestly appeal. Bestir yourselves and enter upon the work that falls to you each and every one, as a member of the League of American Wheelmen. Although each member is a very small part of the working force of the League, only think what results might be obtained if we were *all* to awake from our stupor and lend a helping hand.

What is this work we all have to do and that is of so much importance to the future prosperity of the League and the welfare of its members? The *first* work to be done is that of *recruiting*. Let each one of us during the next few months secure at least four or five new members and as many more as possible. All about us are non-League wheelmen, and a few words spoken as to the advantages of League membership, the great work already accomplished by the parent body, and its objects, as well as its plans for future usefullness, would bring about a great increase in membership. With a large membership, all else will be possible. From many who are already connected with the L. A. W. comes the question, "What good does League membership do me?" It is a sad truth that our Division has been enabled to accomplish little in the past, and consequently our State members have derived little real good from membership in the L. A. W. Why is this? Not because of the inactivity of your officers, not because they have not been constantly endeavoring to devise plans for the good of our members and the welfare of the League in general, but because of the weakness of the State organization, *because the membership at large is idle and won't engage in the work*. First, then, we must increase our numbers, and thereby widen our influence, for with a membership of not over one hundred or one hundred and fifty scattered over a large State like Tennessee the work is very slow and the advantages of membership very few. As our membership grows, so will our yearly income increase, and so will our influence become greater and more widely felt. We want, and must have if possible, a suitable State Road Book; a League Hotel in every important town in Tennessee; better highways; large and enthusiastic State meets and tours annually, and other advantages that can be obtained without much trouble by a Division that is numerically strong. Do you want these advantages? They are yours if you wish to obtain them. Don't blame the State Board of Officers if you do not receive the full benefit of your yearly dues, for they are doing all they can to help you and only ask your hearty support and co-operation in the work. Let us, then, go to work and double, triple or quadruple our State membership by bringing all of our cycling friends and acquaintances into the League. Many will join if asked, and many more if urged. In your touring over the State try to persuade the unattached to join us, for almost every wheelman in the State would willingly give one dollar ($1.00) annually if they see that they will secure any good to themselves by so doing. If you know of any wheelmen in your own town, or in other districts, whom you cannot see personally, send me their names and I will mail recruiting circulars to them. Don't put this off, but commence it at once. In our work we must, of course, see that no objectonable persons are admitted and thereby keep up the present high standing of the League.

Let me respectfully and most earnestly urge each and every member of the Tennessee Division to exert himself to obtain as many recruits as possible, and as *soon* as possible. A few words spoken out of business hours even will accomplish much. Don't leave this to any

one who "has more time," but work as if the entire success of the Division depended on each inividual member. It is for our common good that we are working, not for any individual.

There are towns where we have no members, where much good might be done by members touring, or as before requested, by sending me the names of wheelmen of your acquaintance.

Again, we want League clubs all over the State. Let our clubs join the League *as clubs* and thereby help themselues as well as the L. A. W. Let our League clubs with twenty or more members elect Representatives to the State Board of Officers and thereby increase their club influence and importance as well as give us more energetic leaders in the work.

Hoping you much success, and with regards and best wishes to the members of the Division one and all, I remain Fraternally and respectfully yours,

JOSEPH R. WILSON JR.,
Chief Consul Tenn. Div. L. A. W.

Missouri Division.

Circular No. 1.

To Consuls:

A copy of the L. A. W. Road Improvement book has been mailed to each Local Consul early this week and you are requested to place it where it will do the most good.

The book is intended to serve as the entering wedge for a systematic improvement of our country roads and to attain the desired end, copies of the same should reach the hands of every road commissioner, county surveyor, or any other persons having the State's roads in charge.

You will therefore please give me the names, titles and addresses of the persons having your county's roads in charge and upon receipt of the information a copy of the work will be mailed them.

The people at large should be educated to the great necessity of good roads as a factor of civilization and in no way can success be better insured than by obtaining the hearty co-operation of the press in this important matter. Copies of the book will be promptly mailed to any newspaper you may designate.

Awaiting an immediate reply giving the desired information. I remain Fraternally yours,

ROBT. HOLM, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 219—Total 76—12,014.

BOSTON, Dec. 13, 1889.

CALIFORNIA DIVISION—7—424.

Vineyard Valley Wheelmen.
25691 Buford, S. K., Napa City
25692 Kather, Chas. A., "
25693 Parker, Jos. R., "
25694 Parker, Wm. M., "
25695 Simon, R. A., "
25696 Thompson, Geo. H., "
25697 Voigt, Christian Jr., "

CONNECTICUT DIVISION—9—719.

Bridgeport Wheel Club.
25715 King, H. D., Box 1697, Bridgeport
25716 Lebing, H. J., Bishop Block, "
Hermes Wheel Club.
25712 Booth, G. E., Box 85, Saybrook
Meriden Wheel Club.
25714 Graham, Albert H., 116 Miller st., Meriden
Rambling Wheelmen.
25698 Jones, Robert M., 59 William st., Bridgeport
25687 Rubey, Wm. A., 134 Broad st., "
Unattached.
25710 Abbot, Edw. H., Box 186, Hartford
25711 Belden, Fred S., Drawer 45, "
25713 Bugbee, O. C., Wethersfield

ILLINOIS DIVISION—9—875.

Illinois Cycling Club.
25717 Hughes, Harry C., 783 W. Congress st., Chicago
25718 Patterson, Edgar, 591 W. Madison st., "
25719 Bryant, Thos., 63 De Kalb st., "
25720 Goodjohn, C. A., 24 Plum st., "
25721 Barkey, J. A., Peoria and Kinzie sts., "
25722 More, R. Wilson, 390 Washington B'd., "
25723 Holtfodt, Fred R., Phenix Bl'dg, "
Unattached.
25753 Hunt, Edd., 127 Canalport ave., "
25754 Tegtmeyer, Phil., 685 So. Union st., "

KENTUCKY DIVISION—10—104.

Louisville C. C.
25735 Humphreys, Ben., 117 W., Chestnut st., Louisville
25736 Chickering, Wm. A., 663 Weissinger ave., "
25737 Maas, J. Fred, 1924 W. Jefferson st., "
25738 Schoettlin, A. J., 666 Fourth st., "
25739 Mathey, Ed A., 436 W. Market st., "
25740 Park, Sam T., 1621 W. Broadway, "
25741 Vernon, Ed. H., 549 Second st., "
25742 Herget, Ed A., 911 Third st., "
25743 Woodruff, Oath F., 415 Fourth st., "
25744 Keller, Chas., 349 W. Main st., "

LOUISIANA DIVISION—11—98.

New Orleans Bi. Club.
25729 Miller, Geo. A., 236 Philips st., New Orleans
25730 Winehill, Julian, 43 Baronne st., "
25732 Ziegler, Charles, 368 Seventh st., "
25733 Ziegler, E. F., 368 Seventh st., "
25734 Ziehl, Wm., 155 Joseph st., "
Y. M. G. C.
25731 Woulfe, James J., 135 Gravier st., "
Unattached.
25724 Armstrong, J., Box 156, "
25725 Le Blanc, Alfred, 210 First st., "
25726 Haynes, G. Jr., 358 St. Charles ave., "
25727 Hodges, C. T., 94 Canal st., "
25728 Lemarie, L. E., Jr., Germania Nat'l Bank, New Orleans

MARYLAND DIVISION—1—528.

Chesapeake Wheelmen.
25747 Ring, Joseph, 752 Lexington st., Baltimore

MASSACHUSETTS DIVISION—14—1590.

Belmont Club Wheelmen.
25685 Rudolph, Jos., 18 Second ave., Taunton
Fall River Ramblers.
25679 Westgate, Charles L., care E. S. Brown, Fall River
25680 Kershaw, Charles C., 10 Purchase st., "
25681 Dow, Walter E., Box 447, "
25682 Nichols, Wm. A., 29 Bank st., "
No. Adams Weeelmen.
25689 Evans, Walter S., 44 State st., No. Adams
25690 Smith, E. L., Box L. L., "
Y. M. C. A. Bi. C.
25745 Burt, Emerson, L. 67 Mechanic st., Westfield
25740 Prescott, Rev. Allen C., Box 69, "
25707 Nichols, Frank C., 18 New Boston Road, Fall River
25703 Whitmarsh, Joshua, Neponset
25704 Wight, D. Ernest, Walnut st., "
25705 Hammond, W. E., Box 29, Sandwich
25699 Hewitt, Rev., Geo. R., W. Springfield

MISSOURI DIVISION—2—343.

Unattached.
25749 Calhoun, J. L., Broadway and Olive, St. Louis
25748 Sanders, Jno. 720 Olive, "

NEW JERSEY DIVISION—3—594.

West Jersey Cyclers.
25684 Ware, C. Frank, Box 50, Camden
25683 Eastlack, Wm. S., 8th and Market, "
Unattached.
25685 Dunkle, Robert J., Box 2738, Atlantic City

NEW YORK DIVISION—4—2096.

Crescent C. C.
25706 Hammes, P. C., 217 Columbia, Utica
Syracuse C. C.
25686 Penn, Fred W., 514 Crouse ave., Syracuse
25700 Boyd, John H., 254 First st., New York
25701 Orr, Robert P., 74 Cortlandt st., "

PENNSYLVANIA DIVISION—2—1393.

Unattached.
25708 Stueepy, S. A., Nazareth
25750 McAteer, Wm. J., Wilkinsburg

RHODE ISLAND DIVISION—2—332.

Unattached.
25702 Phinney, S.Z., 139 Pine st., Pawtucket
25709 Mason, Earl Philip, 23 Charles Field st., Providence

WEST VIRGINIA DIVISION—1—64.

Blennerhasset Wheelmen.
25751 Tavenner, Herman, Parkesrburg

WISCONSIN DIVISION—1—87.

Beloit Academy Wheelmen.
25752 Rust, F. Lee, Box 1375, Beloit

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

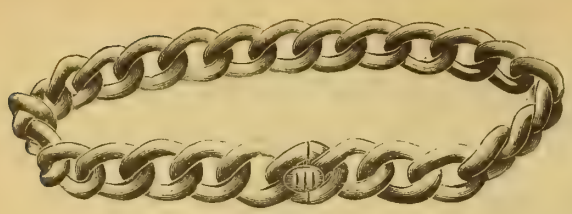
State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

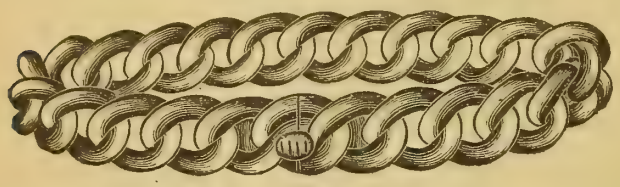
MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

☛ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*



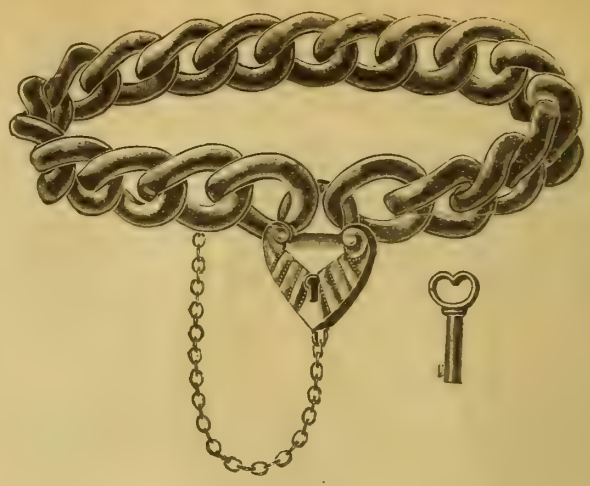
No. 475.

Solid Sterling Silver, (white)	$4 00
" " " (oxydized)	4 00
Best quality Rolled Gold Plate, (pol shed)	4 50
" " " " " (Roman)	4 50



No. 477.

Solid Sterling Silver, (white)	$5 50
" " " (oxydized)	5 50
Best quality Rolled Gold Plate, (polished)	6 00
" " " " " (Roman)	6 00



No. 479.

Solid Sterling Silver, (white)	$7 00
" " " (oxydized)	7 00
Best quality Rolled Gold Plate, (polished)	7 88
" " " " " (Roman)	7 88

Make YOUR WIFE or BEST GIRL a present of one of my Superior Quality

SOLID SILVER OR ROLLED GOLD LINK BRACELETS

Sent prepaid to any address in the U. S. on receipt of price.

Remittances should be made by P. O. Money Order, Express Company's Money Order, N. Y. Draft, or send money in Registered Letter.

JENS F. PEDERSEN, Manufacturing Jeweler,

1 1-2 MAIDEN LANE, - - - - - NEW YORK.

Send 8 cents in postage for illustrated catalogue and price list.

CATARRH
HAY FEVER
CATARRHAL DEAFNESS

A NEW TREATMENT.

Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (*two weeks apart*) by the patient at home. A pamphlet explaining this new treatment is sent *free* by A. H. DIXON & SON, 337 and 339 West King Street, Toronto, Canada.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on recept of 50 cents in stamps Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

GILLOTT'S STEEL PENS ARE THE MOST * * * PERFECT.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Committee.

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L.A.W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
No. 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,

241 Broadway, New York.

108 Madison St., Chicago



"And they followed the Star."—[*History.*]

Look at the CHAMPIONSHIPS Won on the STAR during 1889. Can any machine beat this record? Facts that talk.

Three-Mile L. A. W. Championship, May 30th, J. PHIL. PERCIVAL, Los Angeles Cal.

One-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.

Five-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.

Half-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.

Ten-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.

25-Mile Road Race Championship of Minnesota, July, 31, 1889, COLIE BELL, Minneapolis, Minn.

Half-mile L. A. W. State Championship, July 18, 1889, W. I. WILHELM, Reading, Pa.

One-mile L. A. W. State Championship, July 19, 1889, W. I. WILHELM, Reading, Pa.

Quarter-mile L. A. W. State Championship, [By W. I. WILHELM, York, Pa., Sept. 3d, 1889.

H. B. SMITH MACHINE CO., - - - Smithville, N. J.


COLUMBIA
TANDEM

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 20 DECEMBER, 1889.

Volume XX.
Number 8.

A man has a hobby—
"Cranky notion" of his own.
May be one thing, may be another.
Depends on circumstances.
Likely as not its a scheme to get rid of potato bugs, or get the snow off his side-walk without manual labor.
Anyway, it's SOMETHING.
This man is everywhere.
(If disease was as scarce as this man is plenty, what a long winter day it would be for the doctors?)
You must know him.
Now, did you ever try to reason him out of particular pet belief?
To show him how patent automatic potato bug picker would overlook bugs, which, in coy retirement, hid under leaves down close to roots?
Or that scientific scheme in connection with congealed aqueous deposit on side-walk MIGHT, under some circumstances, miss fire?
Wouldn't hear a word of it, would he?
Why not?
Because he knew best.
Riders hold that Victors are best bicycles in the world.
You can't convince them otherwise
So far they are like party above mentioned.
GREAT DIFFERENCE is in fact that their belief is positive knowledge.
They know best.

SEND FOR CATALOGUE.

OVERMAN WHEEL CO.,

MAKERS OF

VICTOR ·:· BICYCLES,

BOSTON, WASHINGTON.

Office and Factory, CHICOPEE FALLS, MASS.

AGENTS, LOOK HERE JUST A MINUTE, PLEASE.

We hope you will excuse us for not calling on you before, but we have been so busy banking up our house and cutting wood for winter (guess what kind of wood) that we have had little time to visit, and beside, the roads have been rather bad lately.

However, as soon as our shoemaker gets a little more whole-souled, perhaps we can have our boots half-soled, and then we will start out to call on agents. Those who have become so by habit, and others who have failed in everything else and would like to try selling bicycles for a novelty, to such the Hickory Bicycle is peculiarly adapted, for what can be a more sublime sight than a man whose experience has taught him to expect nothing. Although it doesn't take a very robust man to handle the Elliott Hickory Bicycle, we object to an agent who has a chronic sour stomach. So in each place we shall first call upon the family physician of each of those who have applied to us for an agency, after which we will try and see his worst enemy. (Enemies: Please send in your names at once, and get a copy of our catalogue, also state *whose* enemy you are.) We shall not come upon you "like a thief in the night," because we shall come in the daytime. Those having money to loan should send it by mail to this address *now*, and thus avoid annoyance later on.

Anyone claiming to be our representative should be looked upon with suspicion (and probably *would* be).

When *we* come we shall bring all the needful strawberry marks, etc., to fully identify us with the *only* hickory bicycle. Beware of spurious imitations, none genuine unless the name (and nearly everything else) is blown in.

We don't *consign* machines to Thomas, Richard and Henry, nor pay a commission for every kind word of the judicious, nor do we hold any grudge against the misguided sons of worthy parents, who would convict us without a trial.

If your minister or other conspicuous citizen has one of the

Elliott Hickory Bicycles,

don't imagine that he settled for it with a "testimonial." If an agent in your town is offering for sale our wheels, remember that we authorize him to tell you only what we can back up; if he goes beyond this we both have a case against him.

To procure an agency for our bicycles, proceed as follows: Get a small sallow postal card, or if you can afford it, write a letter, stating that you want to be an agent and with the agents stand; affix your autograph, and don't assume that we already know what it is, for possibly we don't.

Tell us what state you live in, as some little clue like that might assist us in finding you if you get mislaid. If you have been agent for some other bicycle and really want to reform, be perfectly frank with us and all will be forgiven. If you have often longed to stand between a bicycle manufacturer and his local victims, but have never before seen a bicycle that was up to your ideal, don't fail to say so, as this will have a good effect on us and be inexpensive to you.

Don't think because your office is over, near or opposite the First National Bank that no other guarantee is needed (unless you have an underground connection), in which case remember that our heart is easily touched, but it takes a heap to break it.

We are all well at present, "please write so.

Yours,

Newton, Mass. **STERLING CYCLE CO.**

A Western moonshiner writes: "The pictures in your catalogue are very ticklish."

WESTERN WHEELMEN

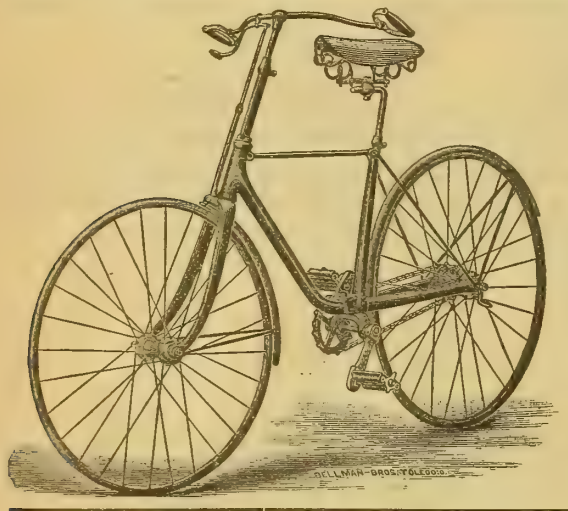
Have your bicycles overhauled during the Winter season. You will lose none of the good riding weather, and your bill of repairs will be much lower than the same work would cost next Spring.

We do all classes of repairing, including the finest nickel plating, and Harrington's baked enamel; we apply the latter for the same price that other shops will charge you for daubing your wheel over with liquid enamel, and will guarantee as fine a surface as any of the factories will turn out. All our repairing is guaranteed.

Write us and state what your wheel needs, and we mail you an estimate of the cost.

No charge for drayage on wheels shipped by freight.

ST. LOUIS WHEEL CO., 311 N. 14th St., - - ST. LOUIS, MO.



WE DO NOT WISH TO DISAPPOINT YOU,

Yet We Wish to Interest You Long Enough to Tell Our Story.

The Little Giant Bicycle.

The name does not belie its qualities, although its weight is only 35 lbs., it is a little Giant in strength. Besides it combines all that makes up a good wheel. Such as adjustable sleeve steering head, adjustable cone bearings to wheels, adjustable cone bearings to crank shaft, adjustable cone bearings to pedals, Tangent spokes, crescent rims, Torkelson Patent adjustable saddle, the front and rear of which adjust independent of each other. Saddle leather can also be adjusted to take up the slack without loosening saddle from the frame. **All steel Diamond frame**, cold-drawn Weldless steel tube backbone, detachable front bar to frame, trimmed in nickle, spokes tied and plated up to knot, and spade handles. **All for the moderate price of $35.00.**

Now is your chance, Boys! Do not let anybody stand you off by saying they cannot get a wheel for you. We can fill orders promptly, and give you good value for your money. Something that has never been done before. The Little Giant embodies all of the recent improvements of the Men's wheel, in a modified form. There! If this don't interest you, **no harm done.** Yet we feel satisfied that you all know a good thing when you see it, and that you will favor us with your sample order. **Agents wanted everywhere.**

We know you won't forget where we are located, but to assist the memory of anyone who may need their memory jogged, will say our factory is located at Toledo, O., on Central Ave., and the firm's name is,

THE LOZIER & YOST BICYCLE MFG. CO., Box 131.

Agents for New England: WM. READ & SONS, Boston.

REPAIRS! SUNDRIES!!

One of the most complete Bicycle Repair Shops in the country. Parts supplied, estimates given. Charges reasonable, consistent with good work.

Sundries, wholesale and retail. Second-hand machines. Send for list.

HOWARD A. SMITH & CO.,

Oraton Hall, - Newark, N. J.



One-Third Actual Size

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York

Cycling Art, Energy and Locomotion.

The most valuable, interesting, unique and amusing book on

SCIENCE OF CYCLING

Ever issued.

It contains 300 pages of solid meat for those interested in the

Art of Cycling as a Science.

Profusely illustrated and beautifully printed and bound. **Price, $2.00.**

For sale by the

Bicycling World Co.,

12 Pearl Street, Boston.

ROAD MAP

Middlesex County, Mass.

The most perfect Road Map of a Massachusetts County ever issued. SHOWS ALL THE ROADS. Printed in Colors, mounted on canvas and varnished. Scale about 5-8-in to the mile. The best Map value ever given for the **price, $1.00, postpaid.**

Bicycling World Co.,

12 PEARL ST., - - BOSTON.

N. B. If this venture meets with encouragement we hope it will, other maps of Massachusetts Counties will be issued on the same lines.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

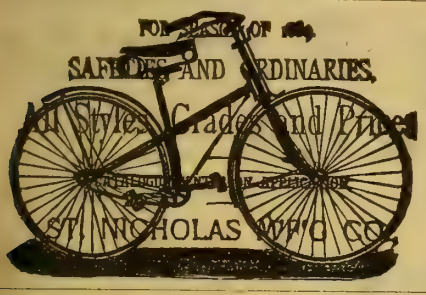
Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, $14.00, $15.00, and $16.00. Cutters, Home Trainers, etc. Send for circulars. M. A. WOODBURY, Bradford, Pa.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

COLUMBIA TANDEM TRICYCLE; run about two months; in perfect order; balls all round; for $175. Send for list of second-hand wheels. PALLISTER BROS., Ottumwa, Iowa.





The EXCELSIOR, for Winter Cycling,

—MANUFACTURED BY—

OHIO CYCLE SUPPLY CO.,

ST. MARY'S, - OHIO.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

SACRIFICE—Rambler Safety, $75; cost $130. WHEELS TRUE; bearings A1 condition; finish good; front tire new; a few gravel cuts on rear. J. V. DUNBAR, Parkersburg, W, Va.

FOR SALE—A first class B flat Cornet; silver plated, burnished and engraved; made by Chas. Missenharter; in case and all complete; positively a first-class instrument in quality and tone. Also an 1889 American Rambler in excellent condition. Correspondence solicited. GIFFORD, 21 Chase ave., North Adams, Mass.

LIGHT TRICYCLE for Lady or Gent; cost $180, for Columbia Safety Bicycle. R. H. BURR, Middletown, Ct.

WANTED—Two Bicycle Repairers; must thoroughly understand fitting, brazing and wheel building. Address R. H. ROBSON, Salem, Mass., giving wages expected and experience.

FOR SALE—Caligraph; used by one person for a few months only; good as new. Original cost $85; will sell for $50. Apply at office of Bicycling World, 12 Pearl street, Boston.

KODAK FOR SALE—26 West 43d street, New York.

FOR SALE—Expert; ball bearings all around; nickeled spokes and trimmiugs; balance enamel; A1 shape. A bargain at $65 cash. L. L. LEIGH, 197 Main street, Northampton, Mass.

CRUISING CANOE Alice for sale; full set racing and cruising sails; shot ballast; radix centreboard, paddles and deck cushions complete; a splendid seaworthy boat in absolutely perfect condition; can be seen at the Maritime Exhibition, Puritan Canoe Club exhibit, in the basement; will sell cheap if sold this winter. Address S, care Bicycling World, 12 Pearl street, Boston.

WANTED—Eagle Bicycle in first-class condition; must be cheap; also want a Tandem Safety, if in first-class condition and cheap for cash. C. W. DIBBLE, Osceola, Ia.

FOR SALE—$100—Columbia Lt. Roadster, ordinary; 52-inch, '89 design; first class running order; finish, enamel and nickel, somewhat marred; ball bearings all around; been ridden only four months. Address CHAS. M. WOODBURY, Danville, Illinois.

FOR SALE.

TO CLOSE OUT.

1 Columbia '89, L.R. Safety; run about 100 miles; perfect condition, $110.

1 Crescent Safety; new; full balls; list $90; for $60.

1 Juno Safety; new; drop frame; 28 inch wheels; list $60; 5or $40.

1 Crescent; half balls; second hand, but in good condition, for $20.

F. COLSON, - - Norwalk, Ohio.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid.

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

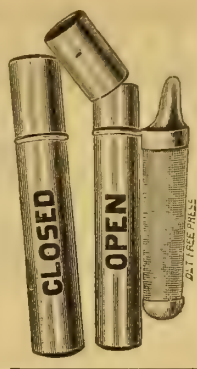
If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,

118 Warren Street, New York.

Mills, Bouckville, Madison Co.

ESTABLISHED 1865.



Just the article every Cyclist needs.

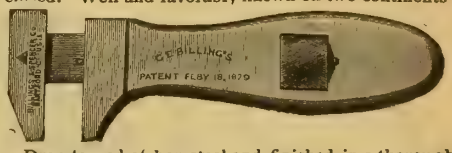
Mark's Ball Bearing Cleaner.

By the use of this little device the cleaning of the Ball bearings is perfectly easy and safe, with no loss, as it is not necessary to handle them. Send for one at once, and you will say it is just as indespensable as a wrench or oil can. Full nickel, neatly, packed, with full directions, and sent post-paid, on receipt of 75c. All orders addressed to the Inventor.

C. E. MARK, Flint, Mich.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by cle manufacturers and dealers

NEW AND SECOND-HAND

Bicycles and Tricycles.

Get our prices on second-hand wheels before purchasing.

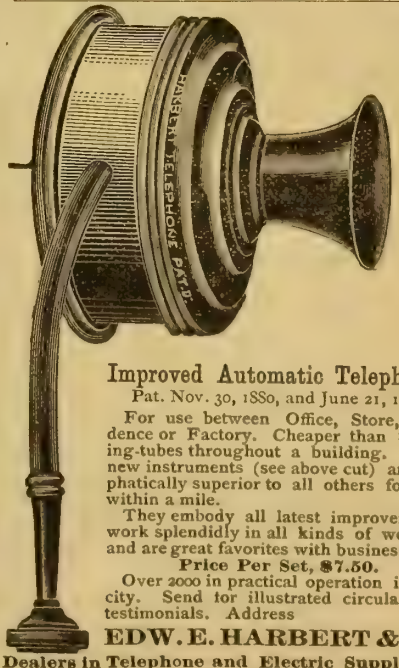
REPAIRING

of all descriptions at reasonable prices.

SIDWELL & SABEN

182 Columbus Avenue,

BOSTON, - - MASS.



Improved Automatic Telephones.

Pat. Nov. 30, 1880, and June 21, 1881.

For use between Office, Store, Residence or Factory. Cheaper than Speaking-tubes throughout a building. These new instruments (see above cut) are emphatically superior to all others for lines within a mile.

They embody all latest improvements, work splendidly in all kinds of weather, and are great favorites with business men.

Price Per Set, $7.50.

Over 2000 in practical operation in this city. Send for illustrated circular and testimonials. Address

EDW. E. HARBERT & CO.

Dealers in Telephone and Electric Supplies of Every Description.

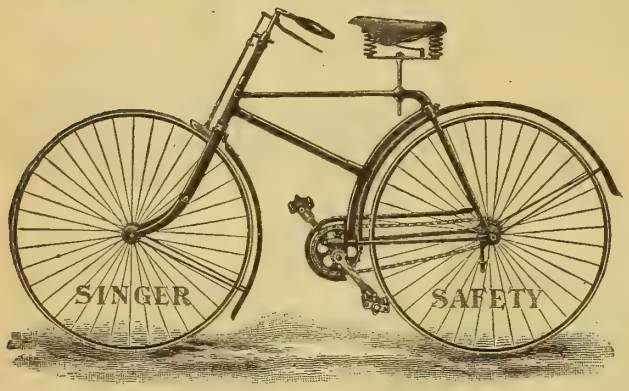
132 W. Van Buren Street, - - Chicago, Ill

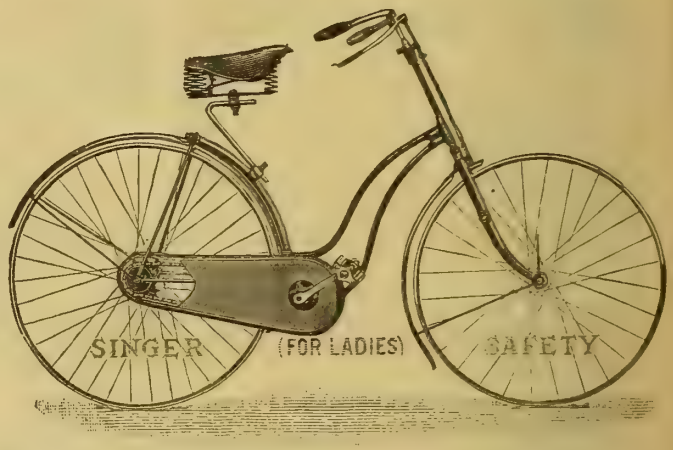


INCER CYCLES

MADE FOR ROAD USE.

Light Running and Durable.





BUY THE BEST.

SINGER & CO., 6 and 8 Berkeley St., - BOSTON, MASS.

Better Than Racing Records.

ALBERT BEERS

Has been awarded the Adams' Medal for greatest number of miles in one month's riding of 1889,

1852 MILES IN OCTOBER.

☞ He has ridden 8368 miles for the season, Riding a NEW MAIL SAFETY.

Mr. Beers' record for past two years' riding is **14,256** miles on the NEW MAIL.

Mr. Murphy made his 12890 miles on a NEW MAIL Ordinary for two years' riding.

A TESTIMONIAL.

BOSTON, Dec. 17th, 1889.

MESSRS. WM. READ & SONS:

Dear Sirs—Having ridden nearly all the high-grade wheels of the day, it is my candid opinion that the New Mail Safety is the most powerful, and at the same time, the easiest-running safety made. Have given the wheel the hardest kind of usage on the New England roads, and they at their best are poor. Any cyclist who wants a safety that will "stand the racket," should first look at the New Mail. Should this letter be of use to you, well, use it.

Yours truly, ALBERT M. BEERS.

P. S. Record last year, 6888, ordinary. Record this year, to date, 8368, safety: 14,456 miles. I think this is as large a record for two years as I have seen.—A. M. BEERS.

WM. READ & SONS, - - 107 Washington St., Boston.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 20 DECEMBER, 1889.

CHRISTMAS week we shall be late in our issue, as Christmas Day comes on Wednesday. Our readers will please bear with us.

WE print elsewhere a decision quite recently rendered in the Bown Ball Bearing patent case. This is a most important decision, and settles the question which has been in dispute as to the validity of the priority of the Bown patent.

GOVERNOR BEAVER, of Pennsylvania, was interviewed by a Philadelphia *Record* reporter the other day, on the question of Roads Improvements. The Governor again places himself on record as being an earnest advocate of good roads and *cash* taxation to build and maintain same. The wheelmen of Pennsylvania should bear their present Chief Magistrate in grateful remembrance, and when opportunity offers show their substantial appreciation.

SOME two weeks ago we suggested the future use of the camera in deciding bicycle races, and this week we notice the following item, which has an analogous bearing. There is no mechanical reason why a device built on the same principle as that described below should not be made and used for the purpose of deciding bicycle races. From Australia come many good suggestions, the mode of balloting, for instance, and the excellent scheme of timing and photographing finishes by electricity. We should like to hear from any of our readers versed in the science of electricity, as to the feasibility of producing such an apparatus:

"An Australian sporting editor has just perfected a contrivance for judging and timing foot races. At the start there is fixed a disk to which is attached an electric wire running down to the finish. The starter fires his pistol close to this disk, and the concussion starts the current and sets the clock, which is fixed at the end of each track, going. No matter how close the finish, the electric clock on the winner's track will be stopped a visible space before the others. This is done, however, by a very simple contrivance. Across each track is laid a very thin steel band, resting on two uprights connected by electricity with the clocks. As the runner knocks the tiny rod off its support he cuts off the current and the clock stops. This disconnection also drops a shutter, which shows the numbers and liberates the trigger of a photographic camera, and the men are photoed as they finish, so that should anything go wrong with the other apparatus the negative would be there to decide the positions."

WHILE the Racing Board is in session next month we hope they will not overlook the question of fees to handicappers. We really think that the present fee allowed by the rules is ridiculously low; in the majority of cases not enough to cover the expense of postage and stationery. We think that twenty-five cents per entry would not be any too high. Certainly at these figures the handicapper could never expect to become a millionaire, but the above fee would at least insure him against actual financial loss. By all means let the Board take this matter into consideration.

THAT the farmers' committees of Queens County, L. I., should invite President Luscomb to confer with and address them on the question of improved highways for that county, is a most important event, we think all our readers will admit. It is a gratifying recognition at the hands of the farmers that they recognize the value of the League co-operation. President Luscomb met the committee, and addressed them with more than ordinary pleasure, as it is the first instance on record when the farmers of any section have officially recognized the great work that is being inaugurated and carried on by the League. May it be the precursor of many such joint conferences.

A brief report of the proceedings appears in another column of this issue.

OUR correspondent, "Tutti," criticizes the nomination of Mr. Atwater, for Second Vice President, and then suggests several names which in his opinion would carry more weight with them. Had our correspondent put any *one* name forward we should have been pleased to have placed that name in nomination. The gentlemen he does mention are all earnest workers in the good cause, and would do honor to the position connected with their names.

In the meantime our correspondent, "Tutti," will notice that Mr. Atwater formally withdraws, and places in nomination one of the best-known names in the League.

WE print, in another part of the paper, a letter from Mr. Geo. S. Atwater, formally withdrawing his name as candidate for the position of Second Vice President, and nominating for that position Mr. George R. Bidwell, of New York.

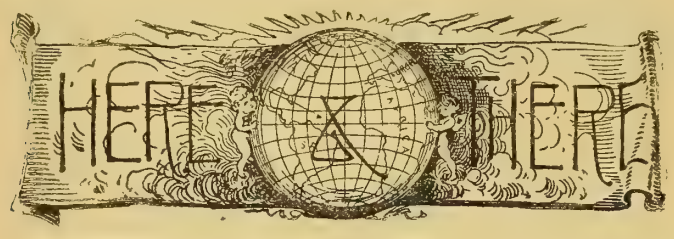
As to whether Mr. Bidwell will accept the nomination we are not yet advised. Mr. Bidwell is a worker, and one of the strongest men in the League. As a member of the Executive Committee he will be a power and a worker, if he consents to stand and is elected. Our readers will await with interest the reply of Mr. Bidwell as to whether he will accept Mr. Atwater's nomination.

WE would most respectfully protest that the abusing of a candidate is not necessarily an argument in favor of the opposition candidate. We therefore hope our correspondents will kindly turn their attention more to the endorsement of the candidate of their choice than to the be-devilling of the candidate to whom they are opposed.

We cannot entirely control the utterances of our correspondents, or we should be overwhelmed with the cry of "gag law," but we

can quietly suggest, and we hope the hint will not fall on rocky ground.

WE specially call the attention of League members and officials to the very important notice sent us by Mr. Kirk Brown, of Philadelphia. The article is headed "An Important Invitation," and the League cannot afford to pass it by without official recognition and acceptance.



NEW YORK.

"HAWKSHAW."

MR. ARTHUR ALLEN DEAN, in your last issue, very neatly replies to "Nostaw's" wail for sign-boards in Connecticut, by advising him to get a road-book, claiming that this *vade mecum* is "a road sign for every fork and cross-road in the State, bound in leather, convenient size for the pocket." I doubt not but what this is a truthful description of the Connecticut Road Book, but still I think the point taken by "Nostaw" is a good one, and the evil remains unremedied, even by the suggestion of Mr. Dean. "Nostaw" is perhaps like most riders, just a plain, ordinary, everyday pedal pusher, and is therefore neither a Canary nor a Maltby, and therefore like the balance of us, finds it extremely difficult to come to a standstill at each unknown road or turn, and while remaining so, take from out his pocket his road book and look up therein the information he desire. No, I do not think that any book or map can ever supply the need of sign-boards. It is true that in mapping out a tour or run the road book is a necessity, but when it comes to actually undertaking either, the absence of sign-boards becomes, next to poor roads, the greatest drawback to a successful wheeling trip of any extended dimensions. Even the natives of the locality through which one is touring are, as a rule, unable to supply this deficiency. Experience has taught me that information concerning roads, direction, distance, &c., when secured from the ordinary rustic, is about the most unreliable and unsatisfactory knowledge that the touring wheelmen can get. Let us have sign-boards by all means.

EVERYBODY knows that the Hudson County Wheelmen have been holding a highly successful fair this week, for the benefit of this very energetic club. I say everybody knows this. Well, if they don't, it isn't any fault of the club or the managers of the affair. They have issued a handsome twenty-eight page paper, filled to overflowing with information on this subject, interlarded with contributions from some of the brightest pens in wheeling journalism. The articles that bedeck the pages of that paper are a collection of gems, yet among them all creeps in a blot so small that were it elsewhere than in such a galaxy, it would perhaps pass unnoticed, and it is of this I write. To each of the writers and journals who have furnished their respective quota of brilliancy, due credit is given to them, save in the instance of the BICYCLING WORLD, to which Mr. Merseles, the editor, seems to have forgotten that he is indebted for three of the brightest articles used. I say brightest, with a full knowledge of what brightness is, and with a most intimate acquaintance with the articles themselves. I don't think any one can appreciate them quite as much as I do, because—well, because they were taken from this column, and I wrote them. Excuse my modesty Brer Merseles, but I had to blow my own bugle, because you failed to blow it for me.

THE man who works, the reverse side of the grumbler's picture; would that he was more universal than he is. To the man who works, does the club, blessed by possessing him as a member, usually owe the successes it makes. Always foremost in his efforts to promote the interest and welfare of his club, he is a shining light around which centres the brighest and most pleasant features of a club life. No matter what it is to be done, it is always the man who works who is expected to shoulder the burden, and rarely does he do so complainingly. But strange as it may seem, while no one ever denies his value as a member, or the advantages of his labors, yet as a rule I do not think he is ever appreciated as he should be. There seems always to exist in every club a large number of members who occupy an intermediate position between that of grumbler and worker who seem to be imbued with the idea of a Donny Brook Fair, i. e., "when you see a head hit it," and it rarely fails to come to pass, that sooner or later the head of the man who works is made personally aware of this rule. Carried on by his enthusiasm and his plans for the club's improvement and advancement, the worker fails to properly bow down to this class of membership, and sooner or later the word is whispered around, that Mr. Worker, is getting "too fresh," he is trying to run the club, &c., &c., and he must be sat upon, and sat upon he is, at the first convenient opportunity. His unexpected introduction to the "McGinty trick," of being sent "to the bottom of the hole," usually settles Mr. Worker, and if he does not then and there become a grumbler, he eventually resigns and the club suffers. I do not think any student of club happenings will claim that either of these pictures have been overdrawn, but will admit that he himself has known their prototypes to have existed in his own club. It's a queer combination though, and I don't know just which I would prefer to be. "You pays your money, and you takes your choice:" worker or grumbler, both have their disadvantages.

PEORIA, ILL.

"CYCLOPS."

CHAS. E. DURYEA, of the Duryea Wheel Co., is in the city. He is the same whole-souled, good-natured old boy that he used to be when he rode an old bone-shaker in these parts, the only change being a slightly moth-eaten whisker, very similar to the one worn by Conkling when he was down to the tournament. Duryea is very much liked by the wheelmen of this city, and is looked upon as sort of belonging to us. I am sorry to say that his visit will be a short one, owing to the pressure of business at his new factory.

MR. CHAS. HANSEL (of Springfield), another old Peoria boy, and one of the first members of the Peoria Bicycle Club, is spending a few days in the city, the guest of his father. He is accompanied by his wife and baby.

I WAS just preparing to answer "Stroller's" article concerning Myers and Winship this morning, when the *Referee* put in an appearance, and I found that Utprosim had saved me the trouble, by telling the *truth* in regard to Myers' position in the Illinois and Chicago road race at the time of his terrible header. It is a fact that Winship was over a *hundred yards* behind Myers when he fell, and *not* ahead, as "Stroller" had him. If "Stroller" is anxious to see a race between Myers and Winship I will make him this proposition: I will put up $25 to pay for one half of a suitable prize to reward the boys for their trouble, provided "Stroller" (or anybody else) will put up the balance; the race to take place at the time of the Peoria tournament.

BEFORE this letter appears in print Mr. H. G. Rouse will be in California, where he will divide his time, for the balance of the winter, between shooting the landscapes with his camera and eating oranges.

LOS ANGELES.

"VINDEX."

LOCAL base ball magnates have secured a valuable piece of land near the city's centre, and are laying it out and erecting a grand stand for the purpose of furnishing amusement to devotees of the national game. A quarter-mile bicycle track will also be put in, which feature will be warmly praised by our local wheelmen. Bicyclers owe Mr. Ed. B Tufts a vote of thanks for this move in their behalf, as he is a friend of the wheelmen. Mr. Tuft's brother John is one of the speediest wheelmen in Los Angeles. The new park is conveniently located, being about one mile from the business centre, and reached by a cable line. The present race course, Agricultural Park, is nearly four miles from the business portion of the town; but, notwithstanding this distance, good gates were always in attendance. With a track within ten minutes' ride of our main street, race meets in the future will be crowded. The base ball season opens up in a few weeks.

Now that a good track is assured, the annual tournament of the Los Angeles Wheelmen is being talked about in wheeling circles. It will probably be held on the Fourth of July, as the G. A. R think street parades on Memorial Day are desecrating the hallowed anniversary, and it has been loud in its condemnation of the "outrage." In any event, the race meet will be a howling success, as previous ones have been; and we hope to have the Northern racing contingent on our native heath.

IF local wheelmen are to be believed they will tour to the ends of the earth next year. But winter time is a good season for planning tours.

A YOUNG man in this city succeeded in securing three bicycles

at as many different cycleries and then "raising the wind" on them at his "uncle's." The young man is in a dungeon cell, and probably thinks now that securing cycles under false pretences is a lost art. Apropos, a base ball player was recently presented with a gold watch for stealing bases. It is altogether probable that the aforesaid young man will be presented with a good-sized sentence in the Pen. for stealing bicycles. A man in the West goes to jail for stealing, while in the East a man is showered with honors for committing larceny.

THE *Times*, of this city, recently commented favorably on Col. A. A. Pope's address on "Road Improvements," delivered before the Carriage Builders' Association last autumn. There is a universal feeling here in favor of good roads, and it is only a question of time when our roads will be famous for their quality. The farmers here are a more progressive and far-seeing class, and are, as a rule, in favor of improved highways. What is needed here is constant agitation of the subject.

PENNSYLVANIA.

"ARIEL."

J. H. DRAPER has had to take it all around for not having materialized at the hour when McDaniel started with Dimon and Kolb for the 24-hour record, but he claims a misunderstanding with McDaniel as to the *hour* when they were to have started, and showed me a letter from McDaniel naming two o'clock in the morning. I believe that no one regrets the affair more sincerely than Mr. Draper, more especially as the *Item* now states that it was their intention to have given gold watches to both first and second men.

WHITTAKER, I understand, is to, or already has, joined the South End Wheelmen, and will make application for re-instatement in the League. What a crop of records the South End would take, to be sure, should this come to pass!

FOR three weeks past rain has interfered with attempts on the Lancaster Pike record from Paoli in, and yesterday was no exception, the rain knocking all riding. Van Wagoner last Wednesday attempted the 25-mile amateur road record of 1.30, held by Kluge, but a tremendous gale was blowing down the pike, and the best he could do was 1.38.24 1-5, the last ten miles being done in 33.25, lowering Frank Kohler's record of 34.06, which has stood for several years. Wells and McDaniel started for the 20-mile tandem record, but ten miles of the wind and mud was enough for them and they withdrew. Van Wagoner can knock that 25-mile record, though, sky-high. Put that down. Messrs. Shields and Perrett, A C. S. N., I. Van Deusen and H. Crowther, Pennsylvania Club, and Kirk Brown, Century, were timers and starters.

AT last the long agony is over, and that Pennsylvania road book is out. There's a Christmas present for the Division, and a beauty it is. Ought to be, too, for it cost enough!

DELEGATES to the Associated Cycling Clubs have received instructions from their clubs, directing them to endeavor to have the Park regulations relative to the use of bicycles in the Park amended so far as is practicable and advisable. At present no resting of the feet is permitted; they must always be kept in motion.

NEW JERSEY NOTES.

"NITRAM."

ON Saturday evening, Dec. 14, the Plainfield Bicycle Club inaugurated for the winter the regular Saturday night "jubilee," similar to those held so successfully during last winter. On entering the club house each member was individually made to "ride the goat" as an initiation into the sport of the evening; immediately after going through this highly delightful (?) formula, he was prepared to lend a helping hand in putting the next man through a like maneuver. The evening was spent in the usual manner in which this club whiles away the time in its "stag" rackets, such as boxing, pulling, tug-of war, etc. While the festivities were at their height the club patriarch stole away on the quiet to make provision for a supply of clam chowder which, when it arrived shortly after, the boys did ample justice to, as well as a goodly supply of refreshments in general, provided by other members of the club.

THE Atalanta Wheelmen of Newark, N. J., last week won the sixth game in the wheelmen's bowling league. They beat the Brooklyn Bi. Club team by a score of 1367 to 1309. This places the Atalantas in the lead in the race for the championship.

THE West Enders, of Rochester, N. Y., will have a road and track racing team, which will be heard of to some account next season.

SOCIALITIES.

THE rooms of the Bridgeport, Conn., Wheel Club, situated in the Judson Building, on Fairfield avenue, presented a decidedly gala-like appearance last Friday night. Amid dazzling brightness, potted plants, palms and flowers, beautifully robed feminine figures were seen gliding hither and thither, leaning on the arm of their escort, or tripping lightly to the time of orchestral music. Indeed, it might have been likened to one of those mythical dances of "The Mermaids of the Ocean Blue." Such might be described the first grand reception of the season of the Bridgeport Wheel Club. Suspended from the wall of one of the rooms hung a beautiful wheel. It was composed entirely of evergreens and flowers, and on it were the handsome gilt letters L. A. W. Much credit is due to Messrs. Moore, Lyon, Freyer, Lebing, Newman and Hawley, the Committee on Arrangements, who had almost entire charge of the affair. In all, there were about fifty couples in attendance, among whom were several members of the New Haven Bi. Club. A sumptuous collation was served about midnight, and the merry gathering did not disperse until an early hour in the morning. The club intend to give several more receptions before the close of the winter months.

THE Ramblers', of Buffalo, N. Y., reception, held last week Friday night, at Concert Hall, was by far and away the most successful affair held under the auspices of the "Hustlers." The attendance was large and fashionable—quite 150 couples honoring a 24-dance programme. The stage was prettily decorated, and the committee worked unceasingly to carry out the arrangements, which were perfection.

THE annual dinner of the Pennsylvania Bicycle Club, of Philadelphia, was held at the Colonnade Hotel last week Thursday evening. Covers were laid for forty-six. Toasts were responded to by Messrs. Bracher, Laing, McKintoz, Harry Meyers and W. D. Supplee. A gold stop watch was presented to T. J. Byrne, for making the greatest number of club runs. John Draper received a gold medal for the highest average of ten-day runs. During the present year Mr. Draper has covered over 6000 miles.

THE Ramblers' Bicycle Club, of Hyde Park, Mass., gave their third annual private dancing party, in Everett Hall, last week Wednesday evening. The hall was handsomely decorated with bunting, and across the wall at the back of the stage was a large banner, bearing the legend, "Welcome to the third private party of the Ramblers." A number of bicycles were grouped on the stage. About seventy couples were present, nearly all the members of the club and also a number of guests from out of town.

THE Rovers' Cycle Club, of Charlestown, Mass., have a national reputation as being composed of a royal lot of good fellows, and when it gives a dinner or a dance the man who is forgotten is a fit subject to be pitied. Last Friday was the occasion of the fourth annual dinner of this club, and the scene of festivities was Young's Hotel. Among the guests were James R. Dunn, Vice President of the League of American Wheelmen; Dr. W. H. Emery, Chief Consul of the Massachusetts Division; Abbot Bassett, Secretary of the national League; W. G. Kendall, Captain of the Boston Bicycle Club; W. J. Newman and H. N. Bevens, of the Cambridge Club; and Chas. S. Howard, Secretary of the Massachusetts Division of the L. A. W., and others.

President Burbeck as toastmaster was a success. Prizes were awarded to members attending the greatest number of club runs. Captain Robinson took first, he having attended thirty out of the thirty-three called. The club quartette rendered some excellent music, and then Dr. Emery was called on to respond to the toast of the L. A. W., which he did in his earnest manner. Dr. Emery made this point in speaking of the proposed revising of the road laws: "Wheelmen did not ask that taxation be increased, but that the money expended on the roads be used to the best advantage. This could only be done by the appointment of a Commissioner of Roads and Bridges."

Vice President Dunn was next introduced, and he spoke in a very happy and entertaining manner, then he became serious and spoke earnestly as to the aims of the League and the methods that were, and to be, employed.

Abbot Bassett read one of his excellent poetic efforts, causing much and boisterous merriment.

Chas. S. Howard, of the *Globe*, responded to the toast of "The Press," and following this B. T. Hall sang a song so admirably as to awaken the wildest enthusiasm. Mr. Seward responded for the "Fellow Wheelmen" very happily, and in a felicitous vein. Arthur W. Robinson spoke for the Rovers' Cycle Club. Other speeches

were made, intermingled with jolly songs, and not until a late hour did the festivities end.

Over two hundred members and friends of the Century Wheelmeu, of Philadelphia, attended the musical and athletic entertainment given Thursday evening Deceember 12, at the clubhouse on North Broad street. Among those assisting in the musical portion of the programme were: Messrs. Al Lindsay, H. W. Schell, W. H. Knipe, Frank Schell, Dr. Dalsen, H. J. Brown, Kirk Brown and the Century Glee Club. The athletic contests were held in the wheelroom and consisted of wrestling matches between George Bahl and H. W. Sayre, of the Century; Professor Smith, of the University, and pupil; J. J. Wilson and F. P. Rhawn; sparring exhibitions between A. G. McGlathery and H. W. Graupe, of the Century; Charles McCue, of the Century, and Professor Travis, Keystone Athletic Club; C. H. Steinmetz, of the Century, and John Materson; Professor Graulich and J. Tryon, Keystone Athletic Club; A. H. Allen and George Pavord, of the Century; fencing between Professor Scannapico and Captain Van Leer; single stick contest between Professor Austin and R. H. Kane.

A correspondent writes us: "The social season has fairly opened among the cyclers of Washington, and while individual riding has been by no means suspended or even fallen off on account of the approach of winter, club runs have given way to hops, smokers, billiard tournaments, etc., and the club man, instead of mounting his cycle capers nimbly on the ball room floor. The Washington Cycle Club gave its first formal hop of the season on the 6th inst. and a decided social success it was, although the amusement committee figures itself somewhat short financially. The club parlor, which has recently been refitted and decorated, was comfortably filled by some twenty-five couples and dancing was kept up until a late hour."

The Hartford Wheel Club is alive with enthusiasm and the winter promises to be one of great enjoyment. Arrangements are on foot for sociables, smokers and a billiard tournament, and together with the addi ion of other attractive features to their rooms, a large and thoroughly appreciative patronage is warranted.

The party given by the Fort Huron, Mich., Wheelmen at the Armory, December 13th, was a brilliant success. About one hundred couples were present, including many friends of the members of the club from various towns and cities in this section of the State. Nearly the entire bicycle club of Sarnia were in attendance. Music was furnished by the Italian orchestra. The decorations of the hall were among the finest ever seen there. Around the walls were hung various designs suggestive of bicycling. Supper was served in the west room, while in the parlor were card tables for those who desired to play. The upper room was divided by curtains into dressing apartments.

The sixth annual concert and ball of the Milford (Mass.) Wheel Club at Washington Hall last week Friday, was attended by nearly 400 persons. Music was furnished by Knowlton & Allen's orchestra of Natick, six pieces. The concert commenced promptly at eight o'clock, with the Latann overture, "Lebenlust," after which came a delightful concert waltz, "Bains Des Baden." W. Dodge then gave an excellent trombone solo; next was a selection, "Black Manties" by Bucalossi, and the Finale Mephistopheles from Faust, was the last number.

During the concert, W. W. Windle of Millbury, gave one of the finest exhibitions of fancy trick riding ever witnessed in this town, and received a merited applause. Promptly at nine o'clock, the music for the grand march began. The march was led by H. C. Tilden and Miss Grace Blood and Charles Daniels and Miss Eames, followed by forty-eight other couples. Among those present were quite a number of wheelmen from the neighboring towns. All who were present speak very highly of the manner in which the members of the Wheel Club conducted the affair, which will net a small sum for their treasury.

The Pennsylvania Bicycle Club gave their first in-town banquet at the Colonnade Hotel on Thursday night, and it was an unqualifien success. Draper, who rode more days during the season than any other club member, was presented with the handsome gold medal offered as a prize for the feat and responded suitably.

Century had the first of the season's "Smokers" at their club house on Thursday evening, and the entertainment committee presented a most enjoyable programme to their fellow members and invited guests. Music by the glee club, sparring, fencing and wrestling, filled up a very enjoyable evening, the athletic exercises being given by some of the most noted exponents of their several lines in the city. Refreshments were served during the evening, while as for the smoke—it could have been wheeled out in solid chunks. The athletics were done in the wheel room, which had been suitably prepared for the purpose.

The Long Island Wheelmen last Monday evening inaugurated the season 1889-90, by a dramatic entertainment at the Criterion Theatre. The programme included Bronson Howard's comedy, "Old Love Letters," and Gilbert's "Pygmalion and Galatea."

The Social Wheel Club, of Denver, Col., are giving a series of monthly hops, at Martine's Academy, which have become very popular. They are all well attended, and have proved to be very enjoyable affairs. This club has also made arrangements for their second annual ball, which will be held at the Windsor Hotel, in February. Extensive preparations are being made, with a view to making this one of *the* social events of the season.

The Berkshire Rovers, of North Adams, Mass., held its first annual supper at the Richmond House, last night (Thursday). The affair was a success, and we only regret that we could not accept the kind invitation to be present.

The amateur minstrels, in which members of the Syracuse, N. Y., Cycling Club participated, at the Wieting Opera House last week, were a glorious suecess. Two tho isand people witnessed the performances. The receipts were appropriated to charitable purposes. A notable feature of the entertainment was the bicycle act executed in a novel way by E. I. Rice, champion fancy rider of Central New York. The stage setting was a cottage scene. Rice wandered in, comicallv attired as a tramp, discovered a bicycle near the cottage door and resolved to ride it. He performed his tricks on the style of "silence and fun" and made a great hit.

NEWS AND COMMENT.

A new order of things prevailed at the annual meeting of the Buffalo Bicycle Club last week. For the first time in the history of the club the printed ballot was used, and the polls were open from 5 till 8.30 P. M. Fully one hundred members voted for the list of candidates. Mr. Chas. F. Hotchkiss was re-elected for President, and he deserved this tribute at the hands of his friends. The retiring Treasurer, in his annual report, stated that the club's property was valued at twelve thousand five hundred dollars. The successful candidates furnished cigars, and the meeting adjourned.

This is the way the *Gazette* of Fort Worth, Texas, goes at the roads question: "Clamoring for Roads—The Voice of the People as Spoken by the Press—The Remedy is with the People—Elect only Advocates of Good Roads to the Legislature." Then follow a dozen extracts from representative papers all over the State, and they certainly do clamor for better highways with a ring that bodes success.

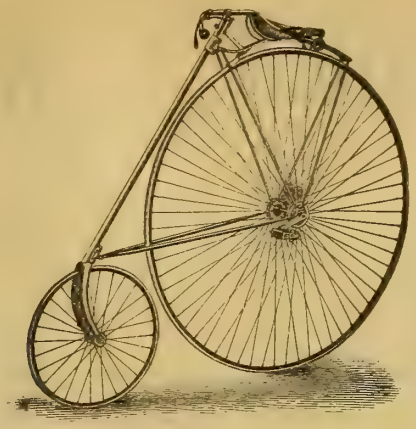
Work has been commenced on the Kirkwood Driving Park, at Syracuse, N. Y. Kirk's woods are being cut away, and engineers have surveyed a half-mile track. The grand stand will be erected on the model of that at the Paterson, N. J., Park, and will seat 1500 persons. The new track will be included in the national circuit, and everything will be in readiness for next spring's meeting. The capital stock is $20,000. This will be a great thing for Syracuse cyclists.

The Bridgeport, Conn., *Farmer* wants to have the L. A. W. present a Roads Improvement bill in the State Legislature. The *Farmer* is out in favor of "cash taxes for roads improvements."

An exchange says that "advices from England state that American importers have ordered from English manufacturers 20,000 safeties, which will soon be coming to this country." We think that the above is an over-estimate.

Mr. Shoefer, who was lately suspended by the Brooklyn, N. Y., Bicycle Club, because of his action in joining the Berkeley Athletic Association, and racing under the latter's colors, has resigned from the Berkeley Athletic Association and applies for reinstatement in the Brooklyn Club.

We don't know what Mr. "Oolah" Francis Wilson will think of the Hub, as compared with other cycling centres of the country. He was here six weeks, and none of the cycling organizations



NOW IS THE TIME

TO SECURE THE AGENCY FOR "THE EAGLE" FOR 1890.

Machines with all improvements for next season are now ready for immediate delivery.

Do not wait until spring to purchase an EAGLE. You should know how to ride it well by that time, if you wish to handle the agency to any advantage to yourselves or us.

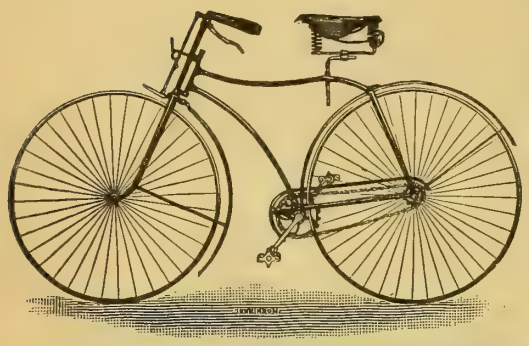
THE EAGLE has been well tried this season, and has not been found wanting. The remarkable records made and numerous races won on this machine within the past few months, together with the experience of hundreds of riders, prove conclusively that the "Eagle" is not only a practical machine, suitable for both business and pleasure riding, but the fastest and easiest running wheel ever offered to the public.

SEND FOR CATALOGUE.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

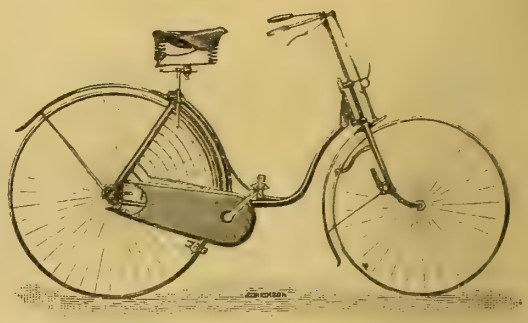
THE - VERDICT - OF - 1889



SWIFT SAFETY.

IS

THAT

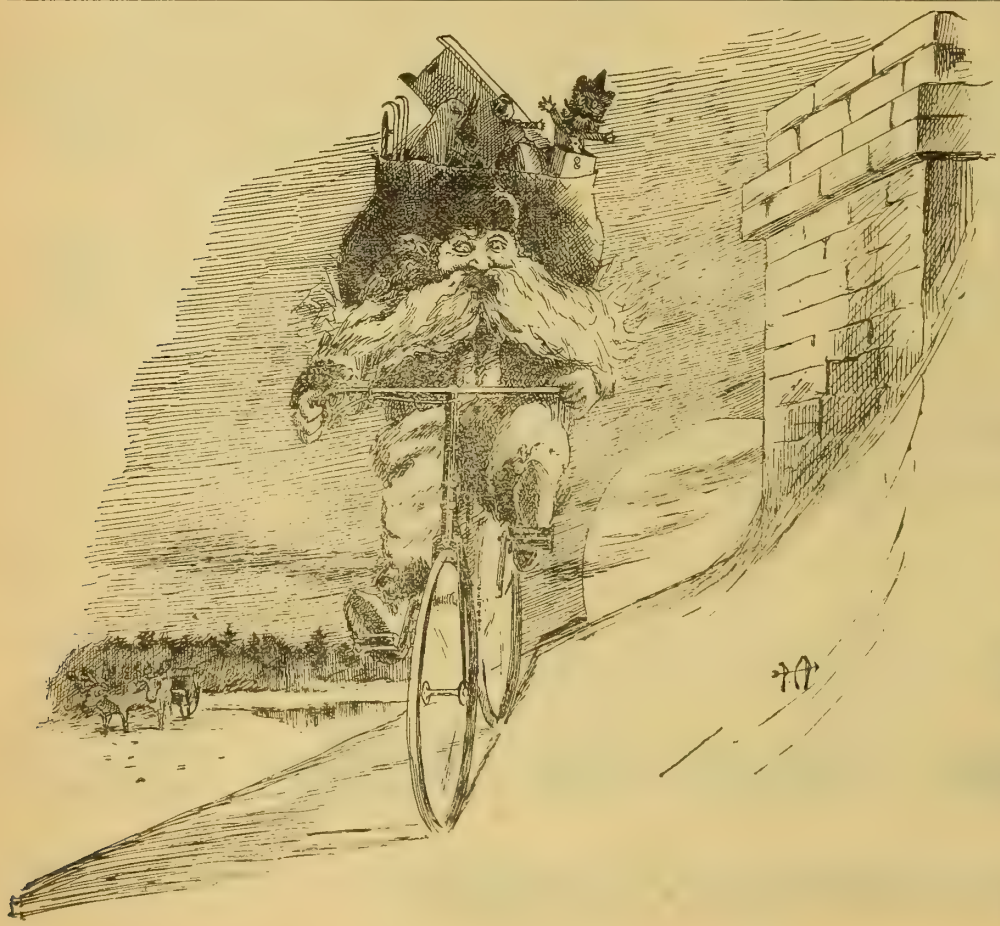


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made up theatre parties to do him and his excellent company honor. But individually the cyclers patronized the "Oolah" to the extent of many shekels.

THE telegraph companies in Los Angeles, Cal., mount their messengers on wheels, and now messages are delivered the same day they are received. But wait till the boys learn the stand-still act, and then the citizens of Los Angeles will consign them to the "demnition bow-wows."

THE wiley Westerners have been trying hard to pump Chairman Davol as to the probable action of the Racing Board, at its meeting in Chicago, January 11. Mr. Davol maintains a very proper and discreet silence and merely says "wait."

WE regret to hear that Ned Oliver is quite ill with pneumonia. He contracted a heavy cold during a late club run, which has seriously developed as above. We sincerely hope that good old Ned will soon be himself again.

THE Boynton bicycle railway was given another test on Long Island last week. The result was most gratifying. If subsequent experiments prove as satisfactory, it is admitted that a revolution in the L system of railroads in New Yark will result.

THERE is a man in Peru, Ind., who weighs over 200 pounds, and rides a 69-inch wheel, so we are told.

A WASHINGTON, D. C.; lady thus gives her experience with wheeling. She had tried tennis, etc., during the summer, while she was in the country, and she says: "When winter came again and I was in town in a room too small to think of clubs, I tried to keep up what I had gained by regular exercises. But I felt indigestion slowly getting its claws on me, and I began again in another direction. I tried tricycling. It solved the difficulty for me, and I have not had anything to find fault with since then. Six months ago I substituted the bicycle for the tricycle, and now, although I would be glad indeed for the institution of a gymnasium for girls and women, I don't feel dependent on that as the only way in which I can get the exercise I want. I am perfectly independent of any others' co-operation. I find that my wheel gives me the ability to digest tacks, if I found it necessary to subsist on them; I sleep without waking from the time my head is fairly on the pillow; my working hours are long, but I find myself easily able to stand them and enjoy life; I don't feel cross any more; I am prepared to find friends on all sides, instead of that dreadful 'nobody-loves-me' feeling, and, thanks to my wheel. I am as strong and well a woman, I confidently assert, as there is in the United States."

OUR correspondent "Vindex," of Los Angeles, sends us the following item which is, no doubt, intended to excite our envy. He seems to think that the change of climate within 24 hours, from summer heat to winter cold, is a condition of things peculiar to Southern California. Our New England climate fits that description to a "T" just now. For *variety* of climate New England cannot be excelled: "The climatic conditions of the East and Southern California at this season of the year stand forth in bold contrast, but it is in our favor, for which you have our heartfelt commiseration. Wheelmen of the East have housed their wheels for the winter solstice ere this, while we, your more fortunate brothers are spinning along under clear skies, and the days are as balmy as a New England May morning. The atmosphere here is bracing, and sends your blood tingling through every fibre of one's body. Sixty miles away is 'Old Baldy,' 10,000 feet above the sea level, with its crest covered with a mantle of snow; while nestling at the very foothils of this grand old peak thousands of oranges are turning into a beautiful golden tint. The hillsides are covered with the gorgeous golden poppy, making the foothills a veritable bed of red. Such is Southern California. You can take a dip in the ocean in the morning, board a train, ascend the mountains, and be above the clouds by nightfall, and there throw snow balls and skate on ice, if you so choose. Nowhere in the world, except in Southern California, can you experience the changes of summer's exhilarating air to winter's chilly blasts in the space of twelve hours."

ISN'T it about time for the restless record breaker to retire to winter hibernation? The weather is "agin" you, gentlemen.

THE *Press* of Minneapolis, Minn., prints the following racy story of a Washington, D. C., lady cyclist. The writer relates the incident thus: "I heard one story about a female bicyclist that, if true, probably did something to hurt the first crusade in favor of the bicycle. It seems that there was a young woman who had bicycling proclivities, but lacked social might necessary to get into the exclusive precincts of the club. But she determined to ride. One moonlight night the ladies were to have a little run and had invited some gentlemen to go with them; now the young woman in question who had been practicing industriously on her bicycle determined to go with the club. She knew one of the men who had been invited to go, and by pretty seductions persuaded him to let her go in his place. The young man consented, and emphasized his consent by sending the adventurous girl his bicycle suit. I am not informed as to the fit, but it is said that she broke up the run before they had ridden five mile, and to the disgust of the other ladies this pretty masquerader was escorted home by all the men of the party. She was probably, from all description, a pretty sight."

GOVERNOR BEAVER, of Pennsylvania, has appointed the following commission to report a general road law: David McCargo, Pittsburgh; Jacob Bollard, Conneautville; Cyrus Gordon, Clearfield; H. S. Goodwin, South Bethlehem; Samuel R. Downing, West Chester. These act in conjunction with three Senators and five Representatives.

MR. C. H. LUSCOMB has been nominated for the office of President of the Long Island Wheelmen

THE New York *Sun* has been employing instantaneous photography to prove that the upper portion of a rolling wheel moves faster than the lower portion. We very much fear that the *Sun's* enterprise will stir up the discussion again. The soul-stirring political questions of cycledom pale before the momentousness of this rolling wheel question.

THE O-wash-ta-nong Boat Club, of Grand Rapids, Mich., will have an athletic park at Reed's Lake the coming summer, and a bicycle track will be among the features. The boat club desire the wheelmen of that city to join the athletic club, and promise to arrange matters so they can do so without having to join the boat club As matters now stand Grand Rapids will probably have a grand bicycle tournament the coming season, which will be on a large scale with the Peoria and Hartford tournaments. There is no reason why it could not be a success, as the railroad facilities are the best, and it has already been demonstrated that bicycle races in Grand Rapids never fail to draw.

AN excellent story comes to us from Peoria, Ill, but we suspress *names*. It seems that one of the most popular wheelmen in Peoria is also the butt of a good many severe practical jokes, all of which he takes in a good-natured, whole souled way. It seems that one evening, just as our hero, X——, was about to leave some public entertainment or other, in company with a young gentleman friend, his friend said to him, "there comes Miss Blank, one of the most popular and charming young ladies in the city. I'll give you an introduction and you can see her home." Now X—— is always dead willing to meet a charming young lady, and so they approached the fair girl and X—— was duly presented by the mutual friend, who immediately took his departure, leaving X—— to the tender mercies of "the most popular young lady in the city." Of course he asked permission to see her home, and as she was acquiescent they strolled languidly along Main street, stopping only at the most fashionable cafe, where, to make himself all the more solid, and to gain time to become better acquainted with the young lady, X—— ordered an elegant little lunch, after which they continued their walk to the young ladies' home. Imagine X——'s surprise on reaching a most beautiful residence in a fashionable street, to be ushered around to the back door, and into the kitchen, there to be entertained by the *servant girl*, on whom he had been wasting so much sweetness. It is needless to say that X—— made his escape as soon as possible, and is still carrying a sand bag with which to get even with the man that put the job up on him.

MR. GEO. H. HASTINGS, of Newton, entertained the Newton Bicycle Club at his beautiful new residence, "Fairview," on Tuesday evening last.

"THE amount of tax levied for special road fund in Muskingum County (Ohio) is entirely inadequate to enable the commissioners to make any permanent improvements of any consequence, and they, of course, don't feel justified in increasing the levy unless the people demand it. It then behooves the people, who are so vitally interested in good roads, to get together and agitate this question enlighten themselves on it, and set to work in a business-like way to have the desired reformation brought about."—*Exchange.*

MR. DOCKENDORF, the ex-Secretary of the New Haven Bicycle Club, sails for South America soon after New Year's.

WE very much doubt the accuracy of the report that W. Windle will go to England next season, and race under the colors of the Berkeley Athletic Association. In the first place a re-instatement is necessary in the L. A. W., and in the next place if Mr. W. is re-instated we opine, with much of an opineness, that the Berkeley Athletic Association will not claim *him* as its own. Mr. Windle would do well to choke off his friends, they talk too much if he only but knew it.

OUR correspondent, "Elm City," sends up the following note: "Mr. A. W. Welton, an ex-Treasurer of the New Haven Bicycle Club, has left for Chicago, Ill., and will make that metropolis his

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home hereafter. If any one in that city runs across him I beg that they will treat him kindly, as he is small."

CHIEF CONSUL HARTWELL of Colorado is a worker, and if there is any material to stir up in that Division the new Chief Consul will stir and bring in new members. We hope to see evidences of a boom in that State in the spring.

OUR road laws are monuments of legislative unwisdom and our roads, on the average, are shocking bad affairs. Their inferiority involves an enormous tax upon agriculture, retards the development of the State, depreciates the value of farming lands situated at any considerable distances from railroad towns, diminishes the trade of our cities and towns, and causes an amount of inconvenience, discomfort and profanity every year which is appalling to contemplate.

COME fellow scribblers and correspondents of the L. A. W. let up a bit, personalities are not good politics.

THE New Haven, Ct., Bicycle Club cordially invite visiting wheelmen from any section to call at the club house, 173 Olive street. They will be assured of a hearty welcome.

THE New Haven, Ct., Bicycle Club has a total membership of ninty-six, with an associate membership limited to twenty. This is in order to do away with the danger that the tail would ever be "able to waggle the dog."

A SCHEME is well under way to build a Telford road from Milburn to Cape May, N. J. Total cost will be about $400,000.

ISN'T it very bad taste in those who pose as Mr. W. Windle's friends (?) to constantly allude to him as the "Champion Amateur Bicyclist of the World?" Mr. W. is not "C. A. B. of the W," and his friends (?) do him more harm by this silliness than they perhaps imagine. Windle should pray to be delivered from his friends (?).

THE Connecticut Wheel Clubs propose to organize a State Polo League. This is a great scheme and will be the means of bringing the wheelmen of different parts of the State together, and in this way spread acquaintance. The New Haven Bicycle Club Polo team have a very tasty unirorm of the club color red and blue. The New Havens play the Meridens, Friday, December 20, and will soon fix a date on which to play the Ramblers of Bridgeport.

THE Buffalo *Courier* puts forward the name of Mr. W. S. Bull as candidate for the position of President of the L. A. W. That Chief Consul Bull's name should be mentioned in connection with that office is but natural, as Mr. Bull is one of the hardest and most conscientious workers in the League.

WE do not wish to pose as the American G. Lacy Hillar and cast doubt on claimed records unreasonably but that "authentic record" of one mile in 2.27 2-5 said to be made by George Hendee in 1886, has certain elements in it which arouse the doubting Thomas in us. The great secrecy with which the "claim" has been guarded for over three years is sufficient to cast a glamor of uncert inty over its "authenticity" to say the least of it. Unlike G. L. H we are open to conviction, however.

THE New York *Press* falls into the grave error of imagining that there is no need of such roads in this country as are common in Europe because "heavy transportation and practically all travel takes to the Railroad." Our New York contemporary is evidently under the wrong impression that railroads pass and stop at every farmer's door, or it would not be guilty of repeating such a threadbare and nonsensical argument.

THE Memphis, Tenn., Wheelmen are looking forward to Christmas week as being the time they will enjoy seeing some good road racing. Wheelmen from Little Rock, Ark., are expected to participate, and the talked of match race between Deupree of Memphis and Cornish of Little Rock, excites a good deal of interest.

MR. WILLIAM DORHERTY, one of Memphis', Tenn., most noted wheelmen, leaves that city to make his future home in Louisville, Ky.

DEATH OF A PROMINENT WHEELMAN.

DEATH claimed a member of the Grand Rapids, Mich., Bicycle Club, Wednesday, December 4th. Geo. L. Hain, one of the club's brightest members, was taken sick while out of the city, taking charge of a large contract. He was brought home Saturday, and died the following Wednesday. The club sent a beautiful floral piece, in the shape of a broken wheel. The members accompanied the remains to Fremont, Mich. The deceased was a brother of Captain R. B. Hain, and formerly lived in New York State.

LADIES' RECEPTION ROOM.

[ALL communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—ED.]

DOLLY B. has sent me a very interesting article on cycling dress. I wish that I might have many more like this, for we see very much nonsense in the papers which goes for good advice regarding what should be worn on a cycle.

The following is an account of a Philadelphia lady's cycling costume, recently published in the *Wheel:* "It is made of dark-green woolen cloth, the front breadths laid in plaits, the back gathered full into the waist band. It falls just to the ankles. The feet are encased in thick-soled, flat-heeled, lace kid boots. The Norfolk-shaped jacket matches the skirt in material, and is confined with a stout leather belt. With this are worn a cap of dark-green cloth, with visor and long tan-colored mousquetaires. A novelty in the cycling skirt is to make the material upon a long foundation, bordered with the same. When mounted the skirt is let down its length, which covers the feet completely. By means of cords the skirt is reduced to its ordinary length, when the rider wishes to walk." I have had quite a little experience with cycling costumes, and I read with avidity anything I find relating to the subject. I am in search of something practical and pretty. One always wants to look as well as circumstances will permit. The costume described above is, in my opinion, entirely unsuitable for a lady to use on a safety; it might possibly do on a tricycle, although I think it very doubtful. In the first place the skirt is the most particular part of the dress.

Of course, nearly every lady has a different idea in regard to it. I have tried the full skirt, and although I like the cut of it, have found it unsuitable for bicycle riding for the following reasons: First.—The wind finds no vent and causes it to assume the appearance of a balloon. Second.—And more important is this, that being full, very often when one is riding, it will wind around the pedal crank, and be liable to throw the rider. Only the first of this season I started out, in company with others, feeling quite nicely, as I had a new riding skirt of dark-grey ladies' cloth, and knowing that, as it was new, it was free from oil spots. (It is utterly impossible for one to *keep* a dress free from them.) Well, as we were enjoying a fine coast, I felt a tugging at my skirt, and found that it was being wound around the crank. I applied the brake as quickly as possible and got off all right, but the skirt was almost entirely torn off the binding. Imagine my feelings! Two of my lady friends hastened to my relief and repaired to a neighboring house, where with needles and thread we did our best to make it presentable, until I reached home. My next experiment was the ordinary gored walking skirt, minus draperies. This I liked very much until one day, while climbing a hill and bending forward as one naturally does, the hem of the skirt fell in between the pedal crank and the dress guard, and I was caught again! But nothing serious happenen, only I was obliged to make a sudden dismount. The skirt I know wear is the ordinary gored skirt, a very little shorter than usual walking length.

I cannot imagine how this Philadelphia lady can ride with her dress covering her feet, for of course one cannot propel a wheel without a great deal of action, particularly at the ankles. I saw a picture recently of a French lady's cycling suit, and it looked similar to our mountain costumes: Kilted skirt falling a few inches below the knees, and gaiters to meet the dress. If the lady cyclists could only feel at liberty to wear such a costume! We ought to adopt something of the kind. If only some ingenious lady would invent something of the sort I am quite sure that the majority of the women cyclists will heartily adopt it. To go back again to the Philadelphia lady. She wears "a stout leather belt." Horrors! I will confess that once and once only I wore one. It is the worst thing for health that a lady can wear. In regard to boots, one ought to wear a pair of low, flat-heeled shoes, with flexible soles, made of the best of leather, not kid. Nothing should be worn that would bind the ankles.

I do not feel satisfied with my cycling suit, but I think I may say without egotism, it is in my opinion much more useful for practical wear than the costume described at the beginning of this article. There is said to be a lady in Boston who has invented a new kind of dress for the cycle. I hope some day to meet her, but I have wheeled 1400 miles in and around the Hub this season, and have not yet had that pleasure. I trust some other lady or ladies will let us know through the WORLD any good ideas they may have on this interesting and important subject. DOLLY B.

We who thought that no great numbers of ladies would take to

the two-wheeler must admit that we were wrong. I have to confess that I had no idea the tricycle would see so many deserters. The desertion speaks volumes for the push and courage of the fair sex.

Mrs. B. writes: "I have ridden the two-wheeler since April last, and have made 1300 miles. Have ridden over sixty miles on three occasions, over fifty miles twice, forty miles five times, and beyond this have taken very many short rides. My riding has been done on a single-wheel, and I have had more pleasure and less fatigue than I have experienced in previous years when doing half the work on a tandem."

Miss Mary C. says: "My record can only be approximated for, though I have a cyclometer, my wheel has been ridden by scores of people who wanted to try it for just a little spin. I have sacrificed the pleasure of seeing an absolutely correct record for the sake of gratifying many friends. * * * My cyclometer shows 900 miles. Not a very large figure, you will say, but as the numbers have been added on to another I have been surprised to note how very slowly they accumulate, and I believe that no one appreciates the work involved in a record of 2000 until he or she has thought they must have gone as many miles as this and found that their figures are below half of it."

Many other ladies have promised to send me letters giving a short account of what they have done the past year.

HELEN GREY.

GOVERNOR BEAVER ON THE PENNSYLVANIA ROAD LAWS.

Governor Beaver, who was the moving spirit in the creation of the Commission to prepare a uniform Road law for the entire State, was asked to-night what work would be mapped out by the Commission. He said that question would be settled when the Commission will hold its first meeting, and that he did not care to be regarded as making any suggestions. Being asked concerning the defects in the present road laws, the governor said there were a number, but only two of considerable importance.

"We have very poor roads all over the State," said the Governor, "but they are not to be attributed to the fact that supervisors have no authority to make good roads. They simply do not carry out the laws. If they did, they would give us such roads as have been made in Montgomery county by William M. Singerly and A. J. Cassett under their personal supervision.

I thing there should be but one supervisor in a township, as now provided by law, and all road taxes should be paid in cash. The law now permits taxes to be 'worked out,' and the work is now done in a bungling manner by inexperienced men whose only object is to put in sufficient time to make up the amount of their tax. Where there is but one supervisor he could devote his entire time to the work and see that it would be done well. The most grievous abuse, however, is the working out of taxes on the road. The work is not done. One supervisor and cash taxes would be a capital beginning in the right direction.

It is not necessary to revolutionize the entire system at once. I recognize the difficulty of the Commission's task, for they must exercise a great deal of care to get a law that will operate for the advantage of all. The Commission, however, represents all sections, and some of the members are practical engineers and road-makers, and they will no doubt prepare an acceptable law.—*The Record of Philadelphia.*

QUEENS COUNTY (L. I.) FARMERS IN FAVOR OF BETTER ROADS.

A most important meeting was held last Saturday, in Queens County, L. I. The meeting was composed of Committees from the several towns in that county, with a view to taking decided action upon the proposition to build three macadam roads through the county, from the eastern county line. One through Roslyn and Flushing to Long Island City; another through Jericho, Jamaica and Newtown, to Long Island City Court House; and one through Amityville, Rockville Centre, Springfield and Locust avenue, to Brooklyn. The particular significance of this meeting lays in the fact that it is a movement on the part of the farmers, originated by them, and further President Luscomb of the League was invited to attend the meeting, and explain the contemplated action of the League, and to confer with a view of mutual aid and counsel.

President Luscomb gladly availed himself of this opportunity to co-operate with the farmers of Queens in obtaining better roads for that section, and as per request addressed them at length on the question of legislation as bearing on the matter.

The conference appointed a committee, with powers to engage counsel, present a report on the road laws of the county, and to consider what legislation shall be necessary to empower the county authorities to proceed. The Queens County conference agreed to instruct the counsel to be appointed to confer with President Luscomb on the matter of legislation.

This certainly is an important joining of forces. To go before the Legislatures "in the name of the farmers," as well as the name of the wheelmen, is a factor in the success of Roads Improvements legislation, which none can gainsay.

WHO OWNS THAT NOM DE PLUME?

It looks as if "Hawkshaw" of New York had a severe case of enlargement of that part of the person supposed to contain the intellectual organs, and was trying to flaunt that old chestnut, "None genuine without the maker's name blown in the bottle." We made a flying trip to Washington last week, and a careful investigation of the Patent records there failed to bring to light anything which would restrain *any one* from using that blood curdling name. I met our "Hawkshaw" the other evening, and asked him if he had seen the last WORLD. He assured me he had, and wished me to state that he laid no claim to being the originator of the *nom de plume*, exclusively claimed by Mr. H. of New York, but being obliged to change from another under which he had been writing, the editor of the paper for whom he writes had taken the one in question, without giving the matter any thought. He assured me, however, had Mr. H. of New York made his objections in a gentlemanly manner, instead of conferring such eloquent terms as "idiot," "fool," and "nuisance" upon him he would have changed his *nom de plume* out of newspaper courtesy, but under the circumstances he cannot do so. If Mr. H. of New York will bring out a stock of *nom de plumes* when he comes to the World's Fair at Chicago, Mr. H. of Grand Rapids says he will be pleased to look them over.

SEROM.

[The gentlemen will please drop the subject now; our readers have had enough.—ED.]

CORRESPONDENCE.

[The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]

ON "RURAL" TOPICS.

Editor Bicycling World: Another blunderbuss has exploded at or near the vicinity of Buffalo, in Western New York State, and under cover of the well chosen "Rural," belches its smoke and witless shot at various presumably offensive targets. To that portion of the letter in which I am mercilessly "snatched bald-headed" by this late-born marksman, I beg leave to answer as briefly as possible.

To begin with, objection is raised to my argument, in connection with a two-years' term for President, that much confusion and inefficiency results from a yearly change of President, and his committees (practically his cabinet), and that newly-elected Presidents feel the *necessity* of counteracting this to a degree, by retaining experienced men on their committees, who are, perhaps, not in especial harmony or in other respects, worthy of retention. I think the *argument* reasonably sound; the substituted italics and hiatus of this alleged critic are to an extent misleading.

Then follow some "glittering generalities," including studies in syntax, which, though of unmistakably "rural" origin, are valued according to their connection with the question in point. It is here claimed I lack confidence in the success of Mr. Luscomb's roads improvement policy, because I assert that if it can be carried to success, he is beyond question the man most capable of doing it.

What degree of lack of confidence this may possibly show, has disappeared in view of the earnest way in which the League Committees have endorsed the President's plans and pledged their support, at the meeting of Dec. 7th. In regard to Mr. Dunn being equally as able in the premises, I personally know nothing, *pro* or *con*, yet why snatch from Luscomb the credit of carrying his project to successful issue, after having conceived and inaugurated it?

Here follows a portion of this remarkable letter, in which the writer proves himself a stranger to all forms of courtesy, consideration or fair dealing. With no apparent point in view, certainly with no rhyme or reason, this anonymous "rural" gentleman (?) devotes considerable space to a personal accusation, involving my official position and character, as well as statements derogatory to the district I am honored to represent. For the credit of the League in this State, and far more especially for the section of the Division "Rural" ostensibly champions, it were better that some recent proceedings in this Division should escape publicity. But when I am thus publicly confronted by a malicious

accusation of "holding my position as National Delegate to a bit of parliamentary sharp practice," (and that, too, through an *anonymous* letter), it is out of question for me to permit it to pass in silence. My election as a Delegate to the National Assembly from the N. Y. Division was due to the fact that I was one of the eleven receiving the highest number of votes cast, the election being held at a meeting undoudtedly authorized to choose such delegates. That "sharp practice" did figure in the proceedings of that meeting, I myself declare, though it did not come from my side, if I may so designate the friends there, to whom I owe my election. At the call for nominations for National Delegates, a fine example of "ring" business was immediately developed by the Buffalo Representatives, who had industriously circulated a "ticket" among outside Representatives, to the utter exclusion of any New York and Brooklyn participation or consultation. I had at that time, and have at the present time, no idea of the reason prompting such a course—though the said "ticket" had a great flavor of Buffalo meat about it—but, whereas the meeting had theretofore been harmonious in the extreme, this action created unlimited disgust and opposition from Representatives of the 1st and 2d districts, and the immediate preparing of another ticket, which was partially successful. The meeting ended in a wrangle, and with much ill feeling, provoked as far as myself and friends were concerned, by the would-be cunning and "sharp practice" of the rural contingent. Thus the Buffalo men descended upon the "disaffected sections," in an endeavor to circulate the olive branch. With recollections of that meeting still vividly before me, I, too, can faithfully testify as to *how* far off Buffalo is "from the centre of *intrigue* and disloyalty—of *official influence* and overbearing selfishness," and of treasury plundering.

I am, admittedly, a member of the Long Island Wheelmen, a club that for years had been a League club, and an exceptionally able and loyal one, whose withdrawal from the League, in company with the other two Brooklyn clubs in concerted movement, was compassed because of exceedingly faulty by-laws of the Division regulating elections, since amended; but who can tell, under the present management of the Division and the concentrated Buffalonian attack upon the Division treasury, what arguments will again induce it to "enter the fold."

Mr. Luscomb is also an oft-honored member of the same club, was for years its Captain, and is now chosen with practical unanimity by the nominating caucus to be its President during the coming year. And this, too, in distinct and complete refutation of the much circulated statements of Mr. Luscomb's local unpopularity.

Unquestionably have we all rights of individual preference as to candidates for office, and the ponderous proclamation of "Rural," that I "may as well understand that at once," is foolish and uncalled for. What I did, and do, object to decidedly and emphatically was Mr. Gates' unauthorized self-appointment as the mouthpiece of "the rest of the Division." Witness BICYCLING WORLD Supplement 22 November.

Well might Mr. Gates, in his honest procedure of acknowledging his personal sentiments over his signature, disclaim the assistance (?) of this "Rural" champion, who sends forth his charges of "sharp practice" under the cloak of a *nom de plume*.

Yours, C. C. ALDEN.

Brooklyn, N. Y., December 17th, 1889.

ARGUS, JR., TO DR. KEMPTON.

ONE of the infant members of the Maryland Division has, I notice, lately brought upon himself the sarcasm of the Secretary-Treasurer of the Ohio Division by a "mild suggestion" that "Star" rather than visiting unqualified condemnation upon the scheme of L. A. W. intervention in politics as a means of securing better roads should induce the members of his Division to try the medicine which recently worked so well in this city's municipal election. Incidentally it occurs to me that the vehemence with which Secretary-Treasurer William D. Kempton, M. D. comes to his defence, savors of near relationship between himself and "Star." At any rate I am confident that our infant member before mentioned did not mean to belittle the importane of educating the masses on the subject of better roads; but rather to convey the idea that that and the education of the League in practical politics should go hand in hand.

However, I am not writing this in defence of our "novice" but to correct any impression which may have gotten abroad that the Maryland Division is confining its work for better highways to the political end of the lever. On the contrary the committee having the matter in charge fully realizes the importance of educating public sentiment on the subject, and has been actively prosecuting this work. The effect is very noticeable. One of the official body which controls the roads in our most important county has lately made a tour of the Orange district of New Jersey, studied the roads there and familarized himself with the road laws of that State. The knowledge he has acquired has been laid before his associates and the result will, we think, soon become apparent on the roads. One of our most important daily papers, too, has taken up the fight and lately devoted considerable space to an account of the work done by the Division. All of which is respectfully submitted to Dr. Kempton and to others of his way of thinking. ARGUS, JR.

Baltimore, Md.

MR. GATES TO MR. ALDEN.

Editor Bicycling World: In a letter to the *Wheel* headed "He will vote for Luscomb," C. C. Alden takes about a column to tell why he will support a member of his own club for President of the L. A. W. for a second term. I am glad to see that at least there is one League member in the L. I. W. besides Mr. Luscomb. and that he will support his fellow club man, as I have been told that the club will not for the same office of the club. Mr. Alden is a gentleman who I have a high regard for, but if he will consult facts I think he will find that I was perfectly right in what I said about voicing the opinion of the State Division, as I got my facts straight, did not surmise; also that the majority of the Division is outside of New York and Brooklyn, and even in those cities the League members are not anxious to elect his fellow club man. If he will consult facts again he will find about as many League members and also about as many riders of all kinds of wheels in Buffalo as any other city in the country, also that in streets and parks this out of the way town can knock silly the City of Churches. Oh, no, we are not as slow as we might be, and we would have very much liked to see Mr. Mott President of the L. A. W. A man who has shown that he can do good work in his own town and have no difficulty to keep his own club in the League. I do not want to cause any ill feeling, but I don't think it looks nice for a "Delegate to the National body" to take particular pains to sign himself such when it took a snap game to elect him to that office. CHAS. E. GATES.

Buffalo, N. Y., December 14, 1889.

ANOTHER FROM MR. GATES.

Editor Bicycling World: I don't usually pay any attention to anonymous attacks, but as the humorous effusion appearing on the 121st page of the present volume of the WORLD entitled "For he's one of the Largest" was signed by a number, and numbers when used as a means of recognition even on a convict can be translated into the proper name. A man who seems to be ashamed to father this production of his with his own name is already known, and as I have no advantage to gain by calling names I will leave him individually to his aliases, and pass on to his various misstatements.

In the first paragraph, after an introduction of Billingsgate and sarcasm, he says, "On July 23, 1888, near the close of Dunn's Chief Consulate, the rolls showed 831 names;" then he goes on to say that is the biggest number the Division ever had on its rolls. By referring to the official reports in the BULLETIN I find way back in 1886 that that Division had 847 members; again in report for the spring of 1888 I find the number of members 946; about six months later he says there were one hundred and fifteen members less, that looks kind of funny don't it? Then on June 29, 1888, after all the renewals were in there were just 794 members, one hundred and forty-six less that there was late in the year before. Quite a gain! Eh!! From that time up to the end of Dunn's term there were about forty members received, about equally divided between club members and unattached; those from the clubs had to join on uniting with these League clubs, and the rest were outside of the town where the C. C. resided, so that he had but little to do towards securing them. Let me say right here that the Ohio State Division ought to be ashamed that it cannot show at least 1200 members with such wheeling towns as Cincinnati, Cleveland, Toledo, Conneaut, Massillion, Youngstown, Alliance, Mansfield, etc.

In re his second paragraph quoting what I said about the South's representation, he refers to St. Louis as representing the South. If he will look at any map of the United States he will see that the whole State of Missouri is beyond the Mississippi, and though St. Louis is on the eastern border of the State, it is farther West than half of the State of Wisconsin; also if he is posted on trade and commerce as much as any American ought to be he will find that the State of Missouri is not included in the eleven Southern States; also, if he goes by Mason and Dixon's line he will find that if he extends it far enough west to take in the State of Missouri he might just as well extend it to the Pacific Coast, and then it would take in half of the Western States.

He asks, why not include the present President among those who have held offices time and again in the national body, as he has

been on committees time and again, and also on, "etc." I believe neither of these latter are offices of the national body, I having been ignorant enough to suppose that all the offices were included in the President, Vice Presidents, Secretary and the Treasurer, and I am foolish enough to have that idea still.

In closing, number 2719, my dear sir, I cannot find the facts to bear out your various statements, and I hope you will have gained nerve enough by the next time you write to a paper to sign *your own* name, and give something more substantial than a bluff.

Buffalo, N. Y., December 16th, 1889. CHAS. E. GATES.

[Mr. Gates said in issue of November 22: "While Dunn was Chief Consul of the Ohio Division that Division ran behind in members," etc. The facts are these. Mr. Dunn took office October 25 1886, with 834 members. The next complete year beginning January 1, 1887, he carried the membership to 940. He served eight months of 1888, and in those months the State enrolled 890 members.—ED.

HE WANTS MORE LIGHT.

Editor Bicycling World: Possibly the information I desire could be obtained through the Secretary of the L. A. W., or some other official, but in so doing I alone would be the wiser, and from this fact and the belief that there are many others who are as ignorant as myself regarding the matter, I make bold to write the following: From time to time the League has received many members who have either been influenced to join the ranks through the influence of some friend a member, or have done so from the fact that they have wished to be counted "one" of a jolly good lot of fellows. In taking the step, how many are there of them who fully understand what they are joining? I believe the League to be a right good thing, and to which every wheelman should belong, yet at the same time I believe every applicant either before or after making application for membership should receive a copy of the Rules and Regulations which govern the national L. A. W. organization. None of our members here have ever seen a copy of the same. The few of us who do belong to the League in this place feel the same as no doubt many others do who live in remote places. We are but the tail of the cat. The best results coming from any organization are those which come from a thorough understanding of the organ and its wants. That the League has by far more work to be done than it has workers there is not the least possible doubt. This being the case, why not give each and every member a clear and enlightened insight as to the fundamental principles which the League's twelve thousand members are supposed to stand by and support, on the start. Northwestern Connecticut members are not grumblers, neither are they kickers, as friend "Hawkshaw" may, on reading the above, surmise, nor will they, on being fully posted, turn the State upside down. Yet give us more light, and the little aid we can give will surely follow. Fraternally,

Sharon, Conn. L. A. W. 25,029.

[Our correspondent's plaint is a reasonable one, and we are pleased to be able to send him a copy of the Constitution and By-Laws of the L. A. W., and at the same time speak of the great aims and objects of the League. Originally organized with the chief aim to protect and establish the rights of wheelmen to the same privileges as governing the users of other vehicles; this condition of things now exists, our rights are no longer disputed, and now the League is turning its full energy on the larger and grander object of Roads Improvements, an aim the furtherance of which every wheelman in the United States should encourage by joining the League. In addition to the above attained and hoped-for advantages, members of the League get a good newspaper, we hope, and the League also governs the amateur bicycle track racing of the country.—ED.]

A GENEROUS OFFER. CLUBS ATTENTION.

Editor Bicycling World: I have in my possession files of the L. A. W. BULLETIN from the first, with only two or three numbers missing, I think. With a rather large working library on my hands I find it difficult to secure all the book room I wish. Consequently, I wish to propose that I will present all of these back numbers, unbound, including the BICYCLING WORLD up to date, to such bicycle club as may desire them, provided said club is a vigorous organization, earnestly working in the interests of cycling. The expressage on these papers must be borne by the club which receives them.

In order to know how much of a demand there is for these papers on the part of any one or more clubs, I should prefer to have the club Secretary inform me if the club supports a library, and to what extent in volumes. C. S. PLUMB (6755),

Knoxville, Tenn.

WE STAND CORRECTED.

Editor Bicycling World: We desire to correct a mistake which occured in last week's WORLD regarding the item of some Baltimore men objecting to paying toll. Not wishing to be misrepresented to the cycling public we desire to state that we did not object to paying toll, knowing full well that the sooner we pay toll and become recognized by the turnpike companies the better will be our prospects of securing better roads. What we did say, however, was that the pike, although about the best leading out of Baltimore, was yet in a very bad condition. By publishing the above and placing us rightly before the public, you will greatly oblige,

Yours very respectfully, J. J. BOWERSOX.
C. F. HANSON.
Baltimore, Md. W. S. CALLAGHAN.

AN IMPORTANT INVITATION.

Editor Bicycling World: I enclose a copy of a card that has been sent to me by the Secretary of the Pennsylvania Board of Agriculture, and which explains itself.

The agitation of the road question has begun to bear fruit, and there is now presented to us a grand opportunity to take some practical and definite action; action that will lead to immediate and tangible results. You will notice that an invitation is extended to all organized bodies to send delegates to this meeting, and I wish to urge upon you the necessity and value of the representation of the League of American Wheelmen at this meeting. As you value the interests of cycling I hope you will use your influence and the influence of your paper to urge the necessity of grasping this, the first really practical opportunity that has been presented to our organization, to let its voice be heard in behalf of that national agitation for which we have been longing and praying. By all means the League should be represented at this gathering by a delegation that will be representative of the whole country; by speakers, by practical men whose views will claim attention and show to the world the power that our organization can bring to bear on such an important movement.

The strongest opposition to this scheme, or any scheme of road improvement, will come from the cities. Here lies the opportunity of the American Wheelmen, who for the most part are residents of cities. Let then their influence and voice be heard.

KIRK BROWN.

The invitation alluded to by Mr. Brown reads as follows:

OFFICE PENNSYLVANIA BOARD OF AGRICULTURE,
HARRISBURG, Pa., Dec. 1st, 1889.

At the annual meeting of the State Board of Agriculture, to be held at Harrisburg, Jan. 22 and 23, 1890, the subject of Roads, Road Construction, Road Repairs and Road Laws will receive special attention, and one or more sessions will be devoted to their consideration. Numerous essays from practical writers will be read and discussed; Gov. Beaver will address the meeting on the subject of Roads and Road Laws of Pennsylvania; it is expected that the commission recently appointed by the Governor and the Legislature will be present and assist in the discussion. It is specially requested that all agricultural and other organizations interested will send delegates empowered to present their views; arrangements will be made by which such delegates and all attending the meeting will receive the same rate of reduction in railroad fare and board as are accorded to members of the Board of Agriculture. All attending the meeting will be invited to take part in the discussion. For further particulars address,

THOS. J. EDGE, Secretary,
Harrisburg, Pa.

CONNECTICUT SIGN-BOARDS.

Editor Bicycling World: In your last issue I notice a communication from Mr. Dean, of Danielsonville, this State, criticising my recent statements concerning the horrible condition of the road sign system now in vogue in Connecticut. As I have heretofore stated, this road improvement question is a mighty and national one, and will not permit of any light bickering such as our neighbor from the rural district of Danielsonville has been indulging in. The road sign question may not be an important one in other States, but it is a decidedly important one in this State, as our system here is very faulty. Between New Haven and New York I can state from my experience in travelling over the territory I do not believe there are ten road signs the entire distance travelled inside the Connecticut lines, which is over one hundred miles. In other directions, the conditions are just the same. Then my neighbor from the rural districts tells me to "go and buy a road book." The advice is entirely unnecessary, as I have tried one and with very fair success. But it does not meet all the demands, and cannot be

expected to. From it you can get a very good general idea of the direction to take in order to reach the desired destination, but as for attempting to remember every little cross road or junction pictured out on the map, it is almost out of the question. You would be continually on the *qui vive* for fear you had taken the wrong road, or, as is more generally the case, be continually dismounting to pore for about half an hour over the map spread on the ground before you. Life is altogether too short for this method; perhaps not up in the rural districts where our neighbor lives, but decidedly so in the vicinity of this wide-awake city of Bridgeport. My experience has also taught me in my associations with large numbers of Connecticut wheelmen, that this defect in our road sign system is the one greatest bane of our lives, and now if New York and other States can have road signs and plenty of them, there is no reason under the sun why Connecticut cannot be blessed likewise.

Bridgeport, Conn. Respectfully, "NOSTAW."

ATHLETIC GROUNDS FOR BUFFALO, N. Y.

THE Buffalo Bicycle Club are considering the feasibility of forming a Bicycle Track Association, for the promotion of race meets, and the advancement of cycling on the track. The idea is to form a stock company irrespective of club affiliations, to interest wheelmen and others in the formation of a stock company for the purpose of giving tournaments, etc. This is a praiseworthy undertaking and should have the support of every wheelman. Buffalo with its three thousand or more wheelmen can accomplish grand results in this direction. The finest bicycling track and athletic gronnds can and ought to be constructed in our midst. To this end much power to your elbows gentlemen. Athletic entertainments are a fine diversion from receptions and balls in a club house, if they are conducted on a high plan of excellence. They are beneficial in that they stimulate one to greater efforts in the development of muscle and consequent good health. But for the success and permanent good of such entertainments there should be no blood drawn or spilt in so-called "boxing exhibitions *to a finish;* here we draw the line. There is but one view as to this kind of "sport," it is brutal. There is much genuine enjoyment found in wrestling, fencing, sparring, etc. All the fine points are applauded and afford healthy amusement, not so in a glove "contest to a finish." The feelings are changed, the brows are knit even on the spectator, and the competitors enter into the spirit of a *fight*. Surely this is not genuine sport. Entertainments devoid of such contests will always be welcomed and universally enjoyed in a bicycle club gymnasium.

ALI BABA.

IT WAS NOT OVER-EXERTION.

Editor Bicycling World: Will you kindly allow me space in your paper for the following words, bearing on the death of Mr. E. B. Freatman, of this city, who participated in the recent Buffalo-Rochester road race? When the subject of a road race was first mentioned in club meeting, Mr. Freatman was the first man to offer himself as one of the team for the Genesee Bicycle Club. About one week before the race he said he was not feeling well, and after the race he told us he was in no condition to ride. Two weeks after his ride he was stricken down with typhoid fever, which ended his life. I had hoped the subject would not appear in print again, but I saw it in the last issue of the BI. WORLD AND BULLETIN, and now wish to say there is no positive proof that Mr. Freatman died from *over-exertion*, for we all know hundreds of people die with typhoid fever who never engage in any athletic exercise. That race may have injured his prospects for recovery, and perhaps the ending of his life might have been the same had he not ridden; no man can tell. B. WOODHULL, Genesee Bi. Club.

Rochester, N. Y.

THE THIRD POSITION ON THE TICKET.

Editor Bicycling World: Mott is "my man" for President first, last and all time, but as that cannot be, whether it be Luscomb or Dunn, it makes no very great difference to me. The man who is elected *will have to work.* It is already cut out for him. This much, however, if Mr. Dunn had been the energetic Vice President that he should have been, more might have been accomplished, and for the inaction that prevailed he is not altogether blameless. But it is not of Presidency that I would speak, but rather to call attention to the other officers.

Against Mr. Emery I have naught to say. I believe he has made a good Chief Consul, and his record as such in the roads improvement line merits the broader field to which he aspires. But of Mr. Atwater! Now what has he done that he should be raised to a Vice Presidency? As a slate maker on the strict q. t. he is possibly an emphatic success, but take him in his role of Chief Consul of the District of Columbia Division and there is nothing particularly brilliant about him. Consider the immense field he has to draw from, and then size up the membership of his Division. Then, too, I cannot find that he has been identified with any road improvement work, and have yet to see his name coupled therewith. As an Ohioian he may have done something, but we're taking him as he is, not as he has been. He wants the office badly, I believe, but why honor him when there are others equally as well fitted, and whose records show them to be far more deserving. There's Brown and Benedict of New Jersey, Holm of Missouri, Davis of Illinois, every one of whom a close observer can hardly have failed to notice were workers "from way back." No, let us have a little discussion of the merits of the other candidates, along with Dunn and Luscomb, and honor those to whom honor is due. Treasurer Brewster, too, appears to have degenerated into a non-worker of late, and a new holder of the purse strings might not be a bad idea. Now let the suggestions come. TUTTI.

[In this same issue we print a letter from Mr. Atwater, withdrawing, and nominating Mr. Geo. R. Bidwell, of New York.—ED.]

WEST VIRGINIA IS FOR MR. LUSCOMB AND NIAGARA FALLS.

Editor Bicycling World: Although West Virginia is not a very great State—from a cycling point of view, and although the Blennerhassett Wheelmen is not a very large organization, still, we have ideas as to the officers of the L. A. W. for 1890 91, and our choice is: For President, Chas. H. Luscomb; for First Vice President, Wm. H. Emery; for Second Vice President, Geo. S. Atwater, and while we are about it, we want to say right here, that we unanimously favor Niagara Falls, for 1890 Meet, and "we'll be there in force." THE BLENNERHASSETT WHEELMEN.

By C. C. Byers, President.

Parkersburg, W. Va. Attest E. P. Lang, Sec.

MR. ATWATER WITHDRAWS AND NOMINATES MR. GEORGE R. BIDWELL.

Editor Bicycling World: In a recent issue of your paper, my name was officially announced as a candidate for the office of second Vice President of the League. I now desire to say to the many friends who have so generously advocated my election, that owing to the pressure of business and other matters, which will require all of my time, I do not feel that I can conscientiously accept such an office, and I deem it advisable to withdraw at once. In making this withdrawal, I desire to publicly thank my friends for the kind interest they have taken in my behalf, and at the same time ask them to give their support to one of the oldest workers in the League, a man who has done as much, if not more good for the organization than any member in it, and who is eminently qualified to conduct the important duties of the office, and whom it gives me great pleasure to place in nomination. I refer to Mr. Geo. R. Bidwell of New York, and I sincerely trust he may be prevailed on to accept.

Sincerely yours, GEO. S. ATWATER.

Washington, D. C., December 14, 1889.

DECISION ON AN IMPORTANT PATENT.

IN the matter of an application by George Butler and Samuel Stanton, for English Letters Patent No. 18827 of 1888, and in the matter of the opposition thereto by William Bown.

DECISION.

The applicant's invention appears to be for ball bearings, in which the bearing cones are adjusted by the hand of the operator, with or without the aid of springs, and secured after adjustment by set screws.

The patent granted to J. H. Hughes (known as the Bown patent) No. 3531 of 1877, I must regard as a master patent for bearings in which balls are so employed in combination with conical or curved surfaces as to allow universal adjustment.

I shall therefore require the insertion of the following disclaimer in the applicant's specification:

"We are aware of the patent granted to J. H. Hughes, dated the 19th September, 1877, and numbered 3531, and do not claim anything described and claimed therein."

I will then proceed to seal a patent in due course.

(Signed) H. READER LACK, Comptroller General.

This decision comes with all of the legal seals and attestations of genuineness, and goes to show the respect in which the Bown patent is held by the Comptroller General in England.

AT DENVER, COL.—The Social Wheel Club held a five-mile handicap road race on the first inst., and an interesting race it was. Austin Banks, ex-President of the club, came in from his ranch down on the "divide," with the expectation of doing the scooping act. He was not disappointed, and came in an easy winner, in the time of 18.10 1-2, with Shaw, another scratch man, a good second.

THE ADVERTISERS' REPORTER.

VOLUME VIII of the *Advertisers' Reporter*, published by the Publishers' Commercial Union, of Chicago, Ill., has just come to hand. The book in every way is a further improvement on former issues. It is enlarged and complete up to date, and so far as the ratings are concerned, from our personal knowledge of those we know of we should judge them to be most correct. In writing us in re the volume, the publishers say:

"We submit for your consideration this volume, and especially invite your attention to the improvements made in the work, and in the arrangement of the directories as they appear. While admitting the inaccuracies that a work of this magnitude contains, and especially with a class so changeable as advertisers are, we feel justified in asserting that the work is by far the most perfect and valuable of any yet published."

[Publishers' Commercial Union, 1105 Tacome Building, Chicago, Ill.]

CATARRH, HAY FEVER, CATARRHAL DEAFNESS.
A NEW HOME TREATMENT.

SUFFERERS are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result is that a simple remedy has been formulated whereby these distressing diseases are rapidly and permanently cured in from one to three simple applications made at home by the patient once in two weeks. A pamphlet explaining this new treatment is sent free, on application, by A. H. Dixon & Son, 337 and 339 West King street, Toronto, Canada.—*Christian Standard.*

THE QUADRANT TRICYCLE CO.

We beg to give you the following preliminary information:

Spring Wheel (protected). The few spring wheels we sent out at the commencement of this season suffered from the breaking of the coil springs; we consequently allowed the matter to stand over until autumn should bring us a little leisure. We have now the pleasure to inform you that the small difficulty has been perfectly overcome so that the spring front wheel in our Safety Bicycle is likely to figure very largely in our next year's sales. It is a great luxury, preventing all vibration and shocks to the rider's arms from the front wheels.

Adjustable Suspension Spring for the saddle of bicycles and tricycles (protected). This is entirely new, and is beyond all doubt the most perfect means ever devised to isolate the body of the rider from the vibration of rear wheels, such for instance as is received from the rear wheel of safeties. The rider seated on this spring feels nothing whatever of granite sets or rough, uneven roads, no matter how small the wheel beneath him. It is lighter than the ordinary springs, is of everlasting wear, takes any saddle and above all, is adjustable to any weight from eight to twenty stone. Nothing approaching this in the way of a saddle spring, has ever, hitherto, seen the light of day. Yours faithfully,

THE QUADRANT TRICYCLE CO.

GEO. C. LLOYD & CO.

IN reply to request for information, we received the following reply from Messrs. Geo. C. Lloyd & Co., of Chicago:

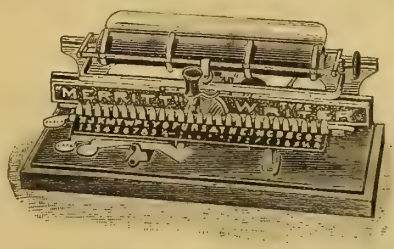
"We have the sole United States agencies for the goods of Bayliss, Thomas & Co. and the Centaur Cycle Co., of Coventry. The former will make our ordinaries, and the latter our safeties. All the goods will be built specially for us to our own designs. The ordinaries will have true tangent spokes and be hollow all over, and will average thirty-six pounds weight. We can absolutely guarantee them to stand as hard work as the average forty-pound light roadster.

Of safeties we shall have several styles, including two weights and two qualities of both ladies' and gentlemen's machines. We really have a safety that can be ridden hands off by anyone, with almost no practice. We shall also include the 'Victor' in our retail line for city trade. We have not yet settled our location. However, we will soon fix that point; in the meantime we have shown something out of the usual run by opening a branch house before we open a main depot. We have taken the handsome corner store at Fifty-Seventh street and Lake avenue, and diagonally opposite the new house of the Chicago Cycling Club, and right at the main entrance to the South Park system. We shall employ Mr. C. G. Field of the drug firm of Field & Johnson, to take charge of this branch.

We shall be glad to give you more accurate information and cuts of any of the machines as soon as we have them ready.

(Signed) GEO. E. LLOYD & CO."

THE MERRITT.



WE have been shown an excellent low-priced typewriter, "The Merritt," the simplicity and strength of which commends itself. Some of the advantages which the makers claim for it are that it prints from ordinary printer's type, is self inking and has no ribbon to soil the fingers. It is impossible for the letters to get out of alignment, as each letter has to come up through a fixed socket or mortice. The machine is easily cleaned and clogging of machine is also impossible. For traveling it is neatly and strongly boxed, and for commercial traveler's use is most handy. The New England agents are the Gormully & Jeffery Mfg. Co., 178 Columbus avenue, where the machine can be seen and orders placed. What is the matter with the Merritt as a Christmas present?

THE first Rudge Triplet imported to this country is shown by Strong & Green, of Philadelphia. This concern we are told lately took an order for 1000 machines, to be delivered to a party in New York State.

THE new bicycle firm of Schumacher & Shoefer will open business at 73 St. Marks avenue, Brooklyn, early in January. They have taken the agency for the "Eagle" in Brooklyn, and will carry a full line of these wheels.

THE long distance race between wheelmen of Memphis, Tenn., will close Christmas Day. It is a close squeak towards the end. At present Julius Seelig leads with 5447 miles. Albert Alberts second with 4980 miles and Geo. Phillips third with 4898 miles.

MR. J. ED. LONG, of Taylorville, Ill., recently successfully accomplished the feat of riding down a flight of twenty-nine steps on his 56-inch "Eagle." Over $500 changed hands on the result.

MR. HILL of the Coventry Machinist Co., sailed for England last Wednesday. He will scarcely make Merrie England in time for Christmas Day.

THE Wissahickon Wheelmen lose a prominent and valuable member, and the residents of Germantown and vicinity a mechanical genius, in the person of Mr. William Boorman (L. A. W. 19,464), whose bicycle repair shop was a valuable adjunct to the cycling trade. He has gone to California with the view of starting in the cycle business in Pasadena and Los Angeles, as he represents the Invincible safety, having the agency for both cities.

PRINCE WELLS, the great fancy rider is filling an engagement at one of the Boston theatres.

THE Grand Rapids Bicycle Co., of Grand Rapids, Mich., is now fully organized, and will be running soon. The following are the officers: President, F. B. Walbridge; Vice President, A. B. Richmond; Secretary, Mr. McCay; Treasurer, L. T. Wilmarth. R. B. Hain will have charge of the factory, and controls an interest, as the wheels are to be manufactured under his patents. Mr. Hain's safety saddle is said to be a valuable invention, and no doubt will be in great demand.

THE steady demand for Premier Safeties at this season, when the cycle trade is supposed to be at a standstill, shows the popularity of these sterling machines in this country, and is good proof of the satisfaction they have given during the past summer. All patterns are now shipped the day the order is received.

THE Rev. G. Hedgelong, Congregationalist minister, while riding a tricycle to Godalming from Guildford (England), last month, was run into by a horse and trap, and received injuries from the effects of which he shortly afterwards died. It seems that the horse became frightened at the escaping steam of a passing locomotive and ran away. The verdict of the coroner's jury was "accidental death."

THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unneccessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

Price, $25.00.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - - Room 27.

ABBOT BASSETT, Secretary.

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W. M. Brewster.....309 Olive street, St. Louis, Mo.

League Literature.

For the proper prosecution of League work the Secretary-Treasurer of each Division has, or should have a supply of the following printed matter on hand:

A four-page circular—Giving the objects of the League and the benefits of membership. This is used for recruiting purposes, and tells the whole story of League work, and how to become a member.

A circular—Defines a League Club and tells how to unite with the League as a club and the advantage of such a union.

A pamphlet — Gives Court decisions and Legal opinions regarding the status of the cycle and the rights of wheelmen. Opinions by Charles E. Pratt, Esq., of Boston, and Isaac B. Potter, Esq., of New York.

A pamphlet—"Improvement of Highways," issued by the committee on Improvement of Highways, containing "Our Country Roads," by one of the most experienced road makers in the country; "Treatise on the Science of Road Making," by Clemens Herchel; (prize essay for which the State of Massachusetts awarded a prize of $400.) "A Specimen Road Bill," for the consideration of Legislators.

A pamphlet—Roads and Road Improvement. Contains suggestions regarding making and care of roads and an article on "Macadam Roads" by L. H. Porter of Orange, N. J.

Stencil Outfit—Containing League stencil, ink, brush and directions, packed neatly in a tin box.

Constitution and By-laws, L. A. W., Racing Rules, L. A. W.

Application Blanks, Renewal Blanks, League Club Certificates, etc.

The above are furnished to the Division at cost and any member wishing a copy of any or all should address the Secretary-Treasurer of his Division.

ABBOT BASSETT, Sec.

Suspension.

The amateur status of F. W. Van Sicklen having been questioned, he is hereby suspended from the race track pending investigation. CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

New Jersey Representative.

This is to certify that at a meeting of the Trenton Wheelmen held Thursday evening, November 21st, 1889. Mr. Robert V. Whitehead was elected to represent the club on the Board of Officers of the New Jersey Division of the League of American Wheelmen.

GARDNER H. CAIN, President.
HARVEY F. WHITEHEAD, Secretary.
Trenton, N. J., December 4th, 1889.

Connecticut Appointments.

I hereby appoint Henry Goodman of Hartford, a Representative and take this opportunity to publicly commend the excellent Division work accomplished by Mr. Goodman during the past few months.

Mr. E. H. Wilkins of Portland is hereby appointed a member of the Improvement of Highways Committee in place of S. J. Wakelee removed on account of non-residence, DAVID J. POST, Chief Consul.

Missouri Division.

I have appointed Mr. Chas. W. Barstow, Jr., Local Consul for West St. Louis. His address is 1631 Lucas Place. Fraternally yours, ROBT. HOLM, C. C.
December 11, 1889.

Illinois Consuls.

Local Consuls, December 13, 1889.

Aurora, G. S. Webb.
Austin, F. X. Mudd.
Bloomington, G. R. Frisbie.
Canton, J. L. Blackadore.
Centralia, H. M. Warner.
Carrollton, A. J. Sharon.
Chicago, North Side—J. E. Templeton; South Side—A. E. Lumsden; West Side—J. B. McCleery.
Champaign, E. H. Sperry.
Danville, W. L. Kelley.
Decatur, J. B. Freeman.
Evanston, H. M. Angle.
Elgin, Joseph Vail.
Greenville, R. C. Morris.
Jacksonville, Irving Woods.
Jerseyville, A. W. Newton.
Joliet, F. G. Woodruff.
Kankakee, F. H. Holmes.
Lake View, A. M. Luce.
La Salle, H. Hegelere.
Monmouth, H. C. Davies.
Maroa, Silas Long.
Maywood, Otto Maas.
Marseilles, John Lord.
Mattoon, J. C. Mohr.
Macomb, E. J. Norton.
Ottawa, Louis V. Hess.
Peoria, C. F. Vail.
Princeton, L. L. Wickersham.
Rushville, J. S. Bagby.
Springfield, E. S. Barnes.
Quincy, F. W. Evatt.
Streator, L. W. David.
Taylorville, C. C. Phinney.
Winnetka, G. B. Lathrop.

Ohio Consuls.

List No. 5.

Chief Consul M. A. High has appointed the following Local Consuls:

Athens, A. O. Sloan.
Delphos, B. J. Hartwell.
Duport, E. L. Marriott.
Findlay, Chas. Van Tine.
Gallipolis, C. C. Olmstead.
Lima, R. W. Sterrett.
Mineral, J. C. Hewitt.
New Straitsville, W. O. Sheibell.
New Lisbon, W. H. Pritchard.
Portsmouth, F. M. Smith.
Scott, B. J. Smith.
Salem, Chas. B. Hunt.
Van Wert, Chas. E. Furgeson.
Wellston, A. M. Hinkley.

Chief Consul High has appointed the following L. A. W. hotels:

Athens, Central House, $1.50, no reduction to L. A. W.

Germantown, the Florentine, $2.00 a day, 50 cents a meal; to L. A. W. $1.50 and 40 cents a meal.

Greenfield, Elliott Hotel, $2.00; to L. A. W. $1.50, meals 50 cents.

Harrison, the Central Hotel, $1.50, meals 40 cents; to L. A. W., $1.25 and 35 cents.

Leetonia, Valley House, to L. A. W. $1.50.

Mineral, Mineral House, $1.00 a day; no reduction to L. A. W.

Miamisburg, Hotel De Young, $2.00; to L. A. W. $1.40, meals 35 cents.

Mason, Burch House, meals 25 cents.

New Straitsville, Central House, $2.00; to L. A. W. $1.50.

New Lisbon, Hostetter House, $2.00; to L. A. W. $1.50.

Sinking Spring, Latona Hotel, $1.00 a day, meals 25 cents, no reduction. WILLIAM D. KEMPTON,
Sec.-Treas. Ohio Div. L. A. W.
Cincinnati, O.

To the Pennsylvania Division.

The Pennsylvania-Maryland-New Jersey-Delaware Road Book is now completed, and will be mailed as rapidly as possible. Fraternally yours,

H. CROWTHER,
Chairman Road Book Committee.
Philadelphia, Dec. 14, 1889.

Colorado.

Attention, L. A. W. members of Colorado:

It is high time that more active steps were taken towards waking up the dormant interests of the League in Colorado. We have the material to make one of the strongest Divisions in the country if the proper interest could be enlisted. One of the stepping stones toward

success is to gain new recruits, and every wheelman in Colorado should send in his application at once. It costs but $1.50 to join, if application is made between this time and the 1st of June next. It cannot be questioned that the League is of great benefit to its members. We want a wide-awake, hustling Local Consul in every city and town in the State, and these appointments will be made as soon as possible.

If those members throughout the State who are willing to accept the position of Local Consul will write to me, their appointments will be made at once. Now, let us go to work with a will and see what can be accomplished.

E. S. HARTWELL,
Chief Consul Colorado Division L. A. W.,
1319 Sixteenth street, Denver.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 220—Total 82—12,096.

BOSTON, Dec. 20, 1889.

CALIFORNIA DIVISION—2—426.

Unattached.

25834 Bliss, Charles H., 122 Eddy st., San Francisco
25835 Broadwater, Edward S., 246 Oak st., "

CONNECTICUT DIVISION—11—730.

N. H. Bi. Club.

25797 Atwood, C. J., 170 Meadow st., New Haven
25801 Frey, J. H., 171 Franklin st., "
25802 Stevenson, Chas. H., Westville

Unattached.

25298 Bailey, Edward D., 383 Quinnipiac st., New Haven
25799 Bissell, Arthur Y., 744 Chapel st., "
25800 Cartier, Fred A., 366 No. Front st., "
25818 Brewster, J. H., Hartford
25819 Brown, Gerald H., 34 Oxford st., "
25820 King, Wm. H., "
25821 Pratt, Walter W., Box 104, "
25822 Whitmore, F. G., Highland st., W. "

DISTRICT OF COLUMBIA DIVISION—1—191.

Unattached.

25755 *Bolton Mrs. C. J.*, 908 Penna ave., Washington

ILLINOIS DIVISION—1—876.

Unattached.

25823 Devereaux, Thos. H., 113 Michigan ave., Chicago

IOWA DIVISION—15—140.

Des Moines C. C.

25813 Jones, J. S., Box 100, East Des Moines

Spencer C. C.

25768 Snow, S. S., Spencer
25769 Painter, David, "
25770 Morgan, E. G. Jr., "
25771 Medlar, Frank W., "
25772 Cruver, W. B., "
25773 Kunath, H., "
25774 Pember, H. H., "
25775 *Griggs, Miss Cora*, "
25776 Phillips, L. K., "
25777 Bender, C. C., "
25778 Purdy, Geo. H., "
25779 Flindt, Wm., "
25780 Willard, F. E., "
25781 Hubbard, D. R., Mason City

KENTUCKY DIVISION—2—106.

Louisville C. C.

25803 Williams, James Jr., Box 89, Louisville

Unattached.

25824 Wisenall, Paul, 121 E. Third st., Covington

LOUISIANA DIVISION—2—100.

La Cycling Club.

25756 Copes, Dr. Jno. C., 216 Howard ave., New Orleans

Unattached.

25814 Conner, J. H., 370 1-2 Chippewa st., "

MARYLAND DIVISION—1—529.

Chesapeake Wheelmen.

25815 Merriam, E. S., 1609 Edmondson ave., Baltimore

MASSACHUSETTS DIVISION—6—1596.

Bay State Bi. Club.

25835 Andrews, Frank C., 6 Jaques ave., Worcester

Unattached.

25825 *Snyder, Etta H.*, 59 Hill st., New Bedford
25783 Grenon, Joseph, 363 Acushnet ave., "
25758 Batchelor, Geo. H., 187 Cottage st., "
25782 Chapin, L. F., 1 Grove st., No. Adams
25757 Campbell, J. M., Box 264, Warren

MICHIGAN DIVISION—1—434.

G. R. Bi. Club.

25759 Gibson, L. T., Room 20, Aldrich Block, Grand Rapid

MISSOURI DIVISION—2—325.

Unattached.

25827 Barstow, Theo G., 1631 Lucas Pl., St. Louis
25826 Hill, R. L., 1012 Olive st., "

NEW JERSEY DIVISION—2—596.

Trenton Wheelmen.

25760 Heath, Charles M., Box 293, Trenton

Unattached.

25804 Searing, Albert F., 295 Mulberry st., Newark

NEW YORK DIVISION—24—2120.

Buffalo Bi. Club.

25805 Wayland, E. E., 1132 Delaware ave., Buffalo
25806 Chace, Henry, Room 17, 36 Niagara st., "
25807 Wesley, John E., 352 Main st., "
25808 Palmer, A. J. Jr., 306 Main st., "
25809 Chase, E. H., Anchor Line, "
25810 Gladwin, C. A., 220 Main, "

Niagara Falls Bi. Club.

25763 Deimer, Geo. F., Niagara Falls

Lockport Wheelmen.

25793 Wilson, R., care Holly Mfg. Co., Lockport
25732 Winds or, Wm., 268 Church, "

New York Bi. Club.

25784 Andrews, J. F., 48 W. 71st st., New York
25785 Good, J. W., Jr., 108 W. 74th st., "
25786 Anderson, F. M., 60 W. 72d st., "
25787 Constantine, Robt., 1931 Vyse, "
25788 McClave, Albert, 156 W. 72d st., "
25789 Gilliland, E. T., 179 West End ave., "

Unattached.

25795 Dayton, Chas, 247 Cleremont ave., Brooklyn
25794 Dayton, Richard S., 247 Cleremont ave., "
25790 Klagstad, August, 55 Pulaski st., "
25791 Leczinsky, Stanislaw, 495 Lexington ave., "
25762 Mason, A. Eugene, 6 Hunter, Glens Falls
25761 Blackmore, Bert, Box 7, Portland
25812 Cory, David W., 296 East ave., Rochester
25796 Williamson, Joseph, 8 Carlton Pl., "
25832 Light, Geo. D., Purdys' Station

OHIO DIVISION—3—843.

Unattached.

25811 Day, Geo. E., 5th and Eggleston ave., Cincinnati
25817 Curtiss, Merritt A., Findlay
25816 Tonnellier, Harry, 231 S. Main st., "

PENNSYLVANIA DIVISION—5—1398.

Columbia Cyclers.

25795 Weber, Fred W., 1648 No. 10th st., Philadelphia

Wilkes Barre Bi. Club.

25766 Thomson, B. S., Luzerne
25767 Hamlin, E. B., Wilkes Barre

Tioga C. C.

25764 Jones, Theodore, 3416 N. 22d st., Philadelphia

Chestnut Hill Wheelmen.

25833 Whittaker, John H., Chestnut Hill. "

RHODE ISLAND DIVISION—4—336.

Rovers Bi. Club.

25830 Brown, R. T., East Providence
25828 Bucklin, Frank E., Walnut st., Providence
25831 Harrison, Geo. A., 260 India st., "
25929 Helme, Arthur W., East "

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*.....

Club..... *St. and Number, or Box*.....

References:..... *City*.....

State.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

UNION CYCLE MFG. CO.,

—MAKERS OF THE CELEBRATED—

SPRINGFIELD · ROADSTER · AND · UNION · SAFETY,

CHICAGO, ILL. HIGHLANDVILLE, MASS.

Have just completed their 1890 Wheel—a Crank Safety—which for Strength, combined with Elegance, cannot be surpassed.

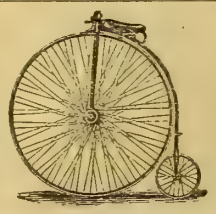
Dealers will find it to their interest to reserve for it a share of their patronage.

TO SEE IT IS TO BUY IT.

Second-Hand Wheels and Typewriters

of all kinds bought, sold and taken in exchange on any new wheel in the market, Safeties included. Always in the market to buy large or small lots, New or Second-Hand Wheels, for Cash, when prices are right. We constantly carry 400 to 500 Wheels, including many rare bargains in **SECOND-HAND STANDARD MAKES. NEW WHEELS** (bought in job lots) at greatly reduced prices. Liberal discounts to agents.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.



'CYCLES ON EASY PAYMENTS,

with no extra charge except interest. Manufacturers' agents for Victors, Columbias, Champions, Eagles, Stars, Springfields, Warwicks, Ramblers, Crescents, Vineyards, Ottos and ALL other Cycles made in or imported to this country. Prices guaranteed low as the lowest. Low rates by fast freight or express—13 railroads. Send for 40 page Illustrated Catalogue, with full particulars, payment plan, and second-hand and bargain list.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

For all kinds of
Bicycle Repairing,
Nickel Plating,
Enamelling, etc.,
Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street, BUFFALO. N. Y

PATENT WRENCH AND SCREW DRIVER COMBINED.



Turns Nuts, Gas Burners or Pipe without adjustment. Made of Best Polished Steel. Sent by mail for 25 cts. CHARLES U. ELY, P. O. Box 1945, New York City.



SPOKE GRIPS

are not expensive, but are mighty convenient sometimes, and every wheelman should have one.

Our **DOUBLE GRIP"** is a good, substantial one, and fits perfectly No. 10 and 12 wire. Price by mail, **60 cents.**

WHITTEN, GODDING & CO.
118 So. Main Street, Providence, R. I.

HOSPITAL REMEDIES

THE Favorite Prescriptions of the Brightest Medical Minds in the world, as used by them in the Hospitals of London, Paris, Berlin and Vienna.

ONE MEDICINE FOR ONE DISEASE.

No. 1—Cures Catarrh, Hay Fever, Rose Cold, Catarrhal Deafness.
No. 2—Coughs, Colds, Bronchitis, Asthma, Consumption. A Peerless Remedy.
No. 3—Rheumatism, Gout.
No. 4—Liver & Kidneys, Dyspepsia, Indigestion, Constipation, Brights Disease.
No. 5—Fever and Ague, Dumb Ague, Malaria, Neuralgia.
No. 6—Female Weakness, Irregularities, Whites. A Golden Remedy.
No. 7—A Perfect Tonic, which gives Health, Form and Fullness, Clear Complexion, Good Blood and lots of it.
No. 8—Nervous Debility, Loss of Power Impotence, an incomparable remedy.

RELIABLE AGENTS WANTED.

Every bottle guaranteed to cure its special disease if CURABLE and to give permanent relief ALWAYS. Descriptive Circulars sent free on application. HOSPITAL REMEDY COMPANY, Toronto, Canada.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on recept of 50 cents in stamps. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

GILLOTT'S STEEL PENS ARE THE MOST * * * PERFECT.

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,

Committee.

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L.A.W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear..... .....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago



"And they followed the Star."—[*History.*]

Look at the CHAMPIONSHIPS Won on the STAR during 1889. Can any machine beat this record? Facts that talk.

Three-Mile L. A. W. Championship, May 30th, J. PHIL. PERCIVAL, Los Angeles Cal.

One-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.

Five-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.

Half-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.

Ten-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.

25-Mile Road Race Championship of Minnesota, July, 31, 1889, COLIE BELL, Minneapolis, Minn.

Half-mile L. A. W. State Championship, July 18, 1889, W. I. WILHELM, Reading, Pa.

One-mile L. A. W. State Championship, July 19, 1889, W. I. WILHELM, Reading, Pa.

Quarter-mile L. A. W. State Championship, By W. I. WILHELM, York, Pa., Sept. 3d, 1889.

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

A Very Important Point

OF THE

COLUMBIA LIGHT ROADSTER SAFETY,

AND ALL OTHER COLUMBIAS.



COLUMBIA BALL BEARINGS,

THE BEST IN THE WORLD.

THEY are best, partly because they are the simplest, partly because they are scientifically and properly designed and arranged for their various positions, and **largely** because they are made of the finest steel, with the most suitable machinery, by the best of workmen. Their excellence accounts to a very great degree for the superior running qualities of the Columbia Light Roadster Safety.

One hundred and forty-six balls are a good many; but the number is not what we wish to call attention to, so much as the fact that every one has its part to play in contributing to the general result.

We manufacture these balls ourselves under processes which make them cost us more than we could go outside and buy others for; but quality, not price, is the first consideration in making a Columbia bicycle.

This is one of the features which make Columbias the least expensive to their owners in the long run, and the most satisfactory all the way through.

POPE MFG. CO.

BOSTON. NEW YORK. CHICAGO.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 27 DECEMBER, 1889.

Volume XX.
Number 9.

VICTOR

BICYCLES

SEND FOR CATALOGUE.

OVERMAN WHEEL CO.,

MAKERS OF

VICTOR BICYCLES,

BOSTON, WASHINGTON.

Office and Factory, CHICOPEE FALLS, MASS.

POETRY THAT IS LAME IN ITS FEET

should not be overworked, even on a bicycle.

We met a friend yesterday (an enemy would have kept quiet under the same circumstances) and this was what he said:

"Say Elliott; why don't you advertise your business in the regular way? The stuff you print every week in that bicycle paper is entirely without rhyme or reason." So we resolved to attempt at least the rhyme, and in view of a recent death, proceeded to emit the following:

Elliott had a little pet,
It was a hickory wheel,
And every time he mentioned it
They said they wanted steel.

It followed as a consequence
They thought he was a fool,
The wheelmen couldn't understand
How he could be so cool.

And so he let them laugh and scout,
But still kept sawing wood,
And labored patiently about
Until he'd made them good.

Then he came, and laid his case
Before the public dear,
As if to say I'm in the race
For this my second year.

What makes the man have so much cheek
The people all enquired
The dose he gives us every week
Begins to make us tired.

After perpetrating the above we showed it to our dyspeptic friend and asked his opinion. "Positively the worst I ever saw," said he with emphatic earnestness. It is but justice, however, to say that he promptly modified the above statement after we had made the second attempt, which was this:

Hickory had a little boom,
Its strength was in its favor,
And everywhere the safety went
It made its friends the braver.

It followed quite a lengthy lead
The wire wheels had gotten,
It made the agents laugh and say,
These wheels will soon be rotten.

And so the factory turned them out,
But still the wheelmen wondered
And waited patiently about,
Till we'd made several hundred.

And then they ran to us and laid
Their cash upon our desk,
As if to say I'm not afraid,
You'll save us from all risk.

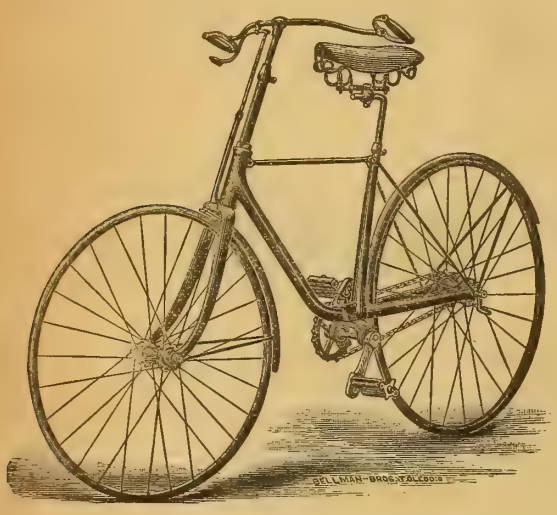
What makes the hickory go so well?
The eager wheelmen cried.
Because they're built to run that way
Their riders quick replied.

Replying to the question, "What use shall we make of this?" our self-appointed guardian said: "Wheelmen are, as a rule, long suffering, and they *may* stand it. But I should say that your chances of participating, actively, in the resurrection were very slim."

Our attempted laugh at this ghastly way of putting it was not a success, but the hickory bicycle *is*, and by the way, we want these wheels to stand or fall on their merits, and they *will* fall much the same as others, but they don't fall with the same kind of a thud, and the fall don't knock out so many spokes.

STERLING CYCLE CO. **Newton, Mass.**

P. S. Our catalogue may still be had on the same terms as heretofore.



WE DO NOT WISH TO DISAPPOINT YOU,

Yet We Wish to Interest You Long Enough to Tell Our Story.

The Little Giant Bicycle.

The name does not belie its qualities, although its weight is only 35 lbs., it is a little Giant in strength. Besides it combines all that makes up a good wheel. Such as adjustable sleeve steering head, adjustable cone bearings to wheels, adjustable cone bearings to crank shaft, adjustable cone bearings to pedals, Tangent spokes, crescent rims, Torkelson Patent adjustable saddle, the front and rear of which adjust independent of each other. Saddle leather can also be adjusted to take up the slack without loosening saddle from the frame. **All steel Diamond frame,** cold-drawn Weldless steel tube backbone, detachable front bar to frame, trimmed in nickle, spokes tied and plated up to knot, and spade handles. **All for the moderate price of $35.00.**

Now is your chance, Boys! Do not let anybody stand you off by saying they cannot get a wheel for you. We can fill orders promptly, and give you good value for your money. Something that has never been done before. The Little Giant embodies all of the recent improvements of the Men's wheel, in a modified form. There! If this don't interest you, **no harm done.** Yet we feel satisfied that you all know a good thing when you see it, and that you will favor us with your sample order. **Agents wanted everywhere.**

We know you won't forget where we are located, but to assist the memory of anyone who may need their memory jogged, will say our factory is located at Toledo, O., on Central Ave., and the firm's name is,

THE LOZIER & YOST BICYCLE MFG. CO., Box 131.

Agents for New England: WM. READ & SONS, Boston.

REPAIRS! SUNDRIES!!

One of the most complete Bicycle Repair Shops in the country. Parts supplied, estimates given. Charges reasonable, consistent with good work.

Sundries, wholesale and retail. Second-hand machines. Send for list.

HOWARD A. SMITH & CO.,
Oraton Hall, - Newark, N. J.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON,
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The most valuable, interesting. unique and amusing book on

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It contains 300 pages of solid meat for those interested in the

Art of Cycling as a Science.

Profusely illustrated and beautifully printed and bound. **Price, $2.00.**

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The most perfect Road Map of a Massachusetts County ever issued. SHOWS ALL THE ROADS. Printed in Colors, mounted on canvas and varnished. Scale about 5-8-in to the mile. The best Map value ever given for the **price, $1.00, postpaid.**

Bicycling World Co.,

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N. B. If this venture meets with encouragement we hope it will, other maps of Massachusett's Counties will be issued on the same lines.

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All Advertisements in this Department 20 cents a line.
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For Gold Pins of the Official Design, send direct to

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Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, $14.00, $15.00, and $16.00. Cutters, Home Trainers, etc. Send for circulars. M. A. WOODBURY, Bradford, Pa.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

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COLUMBIA TANDEM TRICYCLE; run about two months; in perfect order; balls all round; for $175. Send for list of second-hand wheels. PALLISTER BROS., Ottumwa, Iowa.





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In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

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FOR SALE—Caligraph; used by one person for a few months only; good as new. Original cost $85; will sell for $50. Apply at office of Bicycling World, 12 Pearl street, Boston.

FOR SALE—Expert; ball bearings all around; nickeled spokes and trimmiugs; balance enamel; A1 shape. A bargain at $65 cash. L. L. LEIGH, 197 Main street, Northampton, Mass.

CRUISING CANOE Alice for sale; full set racing and cruising sails; shot ballast; radix centreboard, paddles and deck cushions complete; a splendid seaworthy boat in absolutely perfect condition; can be seen at the Maritime Exhibition, Puritan Canoe Club exhibit, in the basement; will sell cheap if sold this winter. Address S, care Bicycling World, 12 Pearl street, Boston.

Elwell European Bicycle Tour.

(SEASON OF 1890.)

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The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid.

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Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

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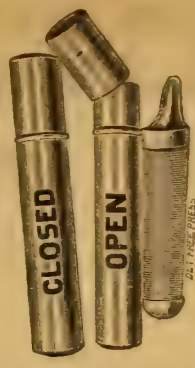
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ESTABLISHED 1865.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

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Just the article every Cyclist needs.

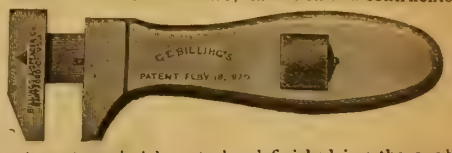
Mark's Ball Bearing Cleaner.

By the use of this little device the cleaning of the Ball bearings is perfectly easy and safe, with no loss, as it is not necessary to handle them. Send for one at once, and you will say it is just as indespensable as a wrench or oil can. Full nickel, neatly, packed, with full directions, and sent post-paid, on receipt of 75c. All orders addressed to the Inventor.

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Mail orders, (postage paid), will receive prompt attention. **Per Pair, 50 cents.**

Infringers prosecuted.

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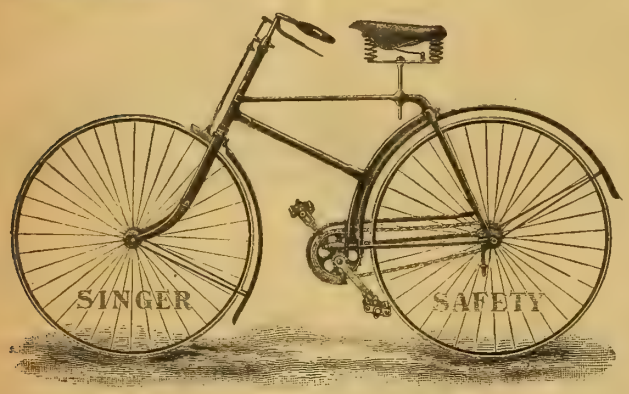
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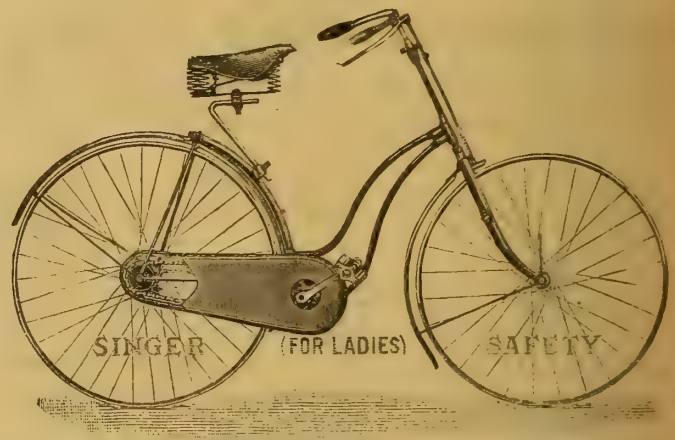


INCER CYCLES

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Light Running and Durable.





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Better Than Racing Records.

ALBERT BEERS

Has been awarded the Adams' Medal for greatest number of miles in one month's riding of 1889,

1852 MILES IN OCTOBER.

☞ He has ridden 8368 miles for the season, Riding a NEW MAIL SAFETY.

Mr. Beers' record for past two years' riding is **14,256** miles on the NEW MAIL.

Mr. Murphy made his 12890 miles on a NEW MAIL Ordinary for two years' riding.

A TESTIMONIAL.

BOSTON, Dec. 17th, 1889.

MESSRS. WM. READ & SONS:

Dear Sirs—Having ridden nearly all the high-grade wheels of the day, it is my candid opinion that the New Mail Safety is the most powerful, and at the same time, the easiest-running safety made. Have given the wheel the hardest kind of usage on the New England roads, and they at their best are poor. Any cyclist who wants a safety that will "stand the racket," should first look at the New Mail. Should this letter be of use to you, well, use it.

Yours truly, ALBERT M. BEERS.

P. S. Record last year, 6888, ordinary. Record this year, to date, 8368, safety: 14,456 miles. I think this is as large a record for two years as I have seen.—A. M. BEERS.

WM. READ & SONS, - - 107 Washington St., Boston.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 27 DECEMBER, 1889.

OUR good friend *Wheeling* looks forward to the early application of apparatus for the electrical propulsion of cycles. We know that many inventors are at work upon devices to accomplish this desirable result. Moreover, we are informed that a company has been organized for the purpose, among others, of adopting a storage battery to tricycles and other vehicles. No artificial propulsion can ever take the place of the rider himself, in keeping wheeling to the fore as a sport and pastime, but the introduction of a practical road vehicle propelled by electricity will do more to bring about road improvement than anything else. The success of any vehicle moved by the traction of its wheels must depend upon the surface of its track. Let the public once be able to obtain a self-propelling vehicle, and there will be no trouble about highways.

In fact to-day it is not that legislation is not favorable to good road building, it is the lack of a general public demand for something better. In the State of Massachusetts each city and town is bound by law to keep its roads in a safe and convenient condition at all seasons of the year. But what is safe and convenient must largely depend upon the feeling of the public upon the matter. As a Massachusetts Judge has said, what is safe and convenient in a country town would not be in a large and populous city. We may legislate as much as we please, but it is only by educating the public to a desire for good roads that we will succeed in obtaining them. Under the same laws in this State, some towns have most excellent highways, while others do not deserve the name. If local wheelmen would attend town meetings, preach the gospel of good roads, and work for larger appropriations, more and better results would follow. Statutes will not make good roads.

We would like to see the question tested from a wheelman's point of view, whether a road was safe and convenient within the meaning of the law. Pick out a road that is so bad that a wheelman can by the exercise of the utmost skill ride on it, but which is in such poor condition that no man would call it a convenient road; then with plenty of witnesses to make out the case, obtain an indictment against the delinquent town. We do not believe in wheelmen making themselves obnoxious, but we do believe that a fine inflicted upon a town or two, for their neglect of a statutory duty would have a very wholesome effect.

THE decision of Judge Fouke of a county Circuit Court of Illinois, though not the decision of a court of last resort, settles once for all in the State of Illinois the rights of wheelmen. Judge Fouke very properly followed the best precedents and especially the case of Taylor and Goonwin, the leading English authority. It is well that the League has defended this case with vigor, as an adverse decision even of one of the lower courts might do almost irreparable harm. We have reported the case at length, as we deem it an important one.

THE following clipping from a Colorado Springs paper will furnish food for those who have criticised us for condemming sidewalk riding:

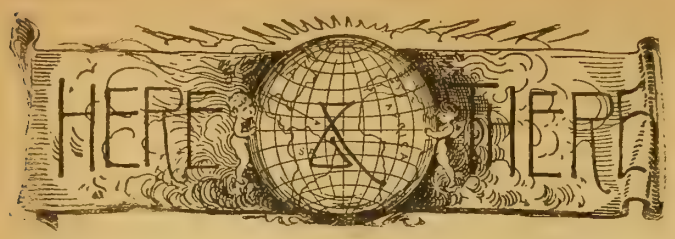
"It cost a young man $9.35, yesterday, for riding his bicycle on the Nevada avenue sidewalk. It has been quite the custom for young men with bicycles to use the walks on that street at night. Monday night Officer Wood got behind a tree out of sight and when this particular young man came along he threw his long arms affectionately about him and stopped the whole proceeding."

THE EUROPEAN TOUR FOR 1890.

WE would call the attention of those of our readers who contemplate doing Europe on the wheel next summer, to the Elwell Tour, personally conducted, advertised in our columns, whose route includes France, Switzerland, Germany, (the Black Forest and the Rhine) Belgium and London. Cycling over Europe has become one of the favorite ways of "doing" the Old World, and the Elwell Tours correspond to the personally-conducted tours of Cook and Gage, or the Raymond tours of this country, differing only in the mode of travel. Mr. Elwell has probably conducted more extended touring parties than any other wheelman, and his partner, Mr. H. S. Higgins, is a gentleman of great executive ability. They have had experience in European touring, and have carefully selected a route that embraces some of the finest roads and grandest scenery of the countries named above. The party is limited to thirty. The advantages of joining this party by those who visit Europe for the first time are many. All responsibility is assumed by the management, who provide guides in and out of the large cities, pay all custom house deposits, and look after the thousand and one details of travel that are constantly coming up. To the business man who wishes a vacation a-wheel, relieved of its attendant responsibilities or to parents who wish to send their sons abroad on such a trip, and be assured of their being well cared for, this is the party to join. Send at once for catalogue.

ROAD IMPROVEMENT.

THE Committee on Rights and Privileges are hard at work on road legislation. Mr. Geo. A. Perkins, of Massachusetts, has been closeted with Mr. C. F. Cossum, of Poughkeepsie, at the latter place, and a road bill has been drawn up which will be presented to the New York Legislature in due time. Messrs. Perkins and Cossum will visit Ohio, Virginia and Maryland, to consult with the League officers in these States with a view to setting on foot some action looking to the introduction of road bills.



BOSTON NOTES.

"TONEY."

EARLY in 1879, when cycling was in its infancy, a call was issued for a meeting of all those wheelmen interested in the formation of a club, to be known as the Massachusetts Bicycle Club, of Boston. Some eleven gentlemen answered the call, and on the 8ht of March in the same year, the club was formally organized and officers elected. Its membership slowly but surely increased until some two years ago, when the club received a great impetus by the success of the mid-winter carnival, which was given in Mechanics' Building under the auspices of the club. After that the membership reached the high water mark of about 500. The club erected and fitted out the finest club house in the country, but owing to the small amount of interest manifested by its members the club house had to be abandoned about a year ago, and now instead of holding monthly meetings in their own club rooms the gentlemen of the Massachusetts Club meet about once a year at Young's Hotel; but it is not with the history of this great club that this article has to deal with, but rather with the history and doings of its ever efficient Captain, Mr. Alonzo D. Peck, Jr.

MR. PECK was born in Boston May 17, 1858, and received his early education in the public schools of this city. He commenced to take an active interest in cycling in 1883, when he joined the old Boston Ramblers Bicycle Club, and since then has been prominently brought before the wheelmen of the country by the success of the many things he has managed. In the following year he was admitted to membership in the Boston and Nonantum Bicycle Clubs. Besides being a member of those organizations Captain Peck is a member of the South Boston Yacht Club, and one of the governors of the Boston Athletic Club. He was one of the Big Four Tourists that took a trip a-wheel through Canada some few years ago, and in 1887 he rode to New York, Philadelphia, Baltimore, Washington, Luray Caverns, Va., and return. He was the projector of the above-mentioned cycling carnival, the lantern parade that occurred in Boston in 1887, and the ever-enjoyable hare and hound chase on machines. In times past Capt. Peck has held and filled the following offices, besides acting as an official at most of the racing events that have occurred in New England: First Lieutenant Boston Ramblers and Massachusetts Clubs; Captain Corey Hill Snowshoe Club; Vice President of the Corey Hill Toboggan Club; First Lieutenant Boston Division Big Four Tourists; a member of the Executive Committee of the Boston Athletic Club, and Boston Consul for the L. A. W. and C. T. C. It was he that first proposed and managed the Boston Athletic road races over which so much interest was manifested during the fall, and which culminated in a grand victory for Anthony of the Dorchester Club. At the present time Captain Peck occupies the position of head bookkeeper for the firm of A. D. Peck & Co. It is to be hoped that Captain Peck will continue to carry on his good work in the ranks of cycling.

BY the way, why would not the holding of another such a cycling carnival as that held in 1885 prove a great boom to wheeling in this State. Such men as Vice Consul Robinson, Captain Robinson and Captain Kendall ought to make one a brilliant success.

THE simple yet expressive sign "To Let" is displayed in the windows of the Cambridge Bicycle Club house on North avenue, Cambridge. This partly explains the authenticity of the statement that the Cambridge Club has gone out of existence. I have it on good authority that the riding members of this once famous organization propose to perfect another organization of wheelmen in the "learned city," and profiting by their past experience, will not commence life with a large club house, which luxury will necessarily bring about additional expenses, and no wheelman likes to pay an extra assessment in order to properly support a club house.

THE fact that the Massachusetts Division stands second in numerical strength in the national body ought to be hailed with delight by its members. Come, boys, be up and doing, and place the Old Bay State ahead of all its competitors.

IN reply to my circular, Capt. Nat Rogers sends me a truly characteristic letter, of which the following is a copy:

Dear BI. WORLD—I am afraid that my biography or the club's history would not be very intertaining, so "Toney" must get along with what he hears about us. Yours very truly,

NAT G. ROGERS, Captain Wakefield Bi. Club.

I think that is wrong for Mr. Rogers to think that the wheelmen of the State and especially those of his own town would not take any interest in reading the history of their club and that of their Captain, and I promise him that I will publish whatever information he may forward to me.

NEW YORK.

"HAWKSHAW."

HAVING conquered all things terrestial, cycling seeking new fields of victory, seems to have gone into celestial surroundings to secure them. I arrive at this conclusion from a column article, forwarded me by a Western correspondent, in which is set forth the exploits of "'Bicycle Jim,' the Brigadier," who, as a wearer of the uniform of the Salvation Army, is carrying conviction to the hearts of many of his hearers. The article does not state how James came to abbreviate his name and prefix it with Bicycle, so that I am not exactly clear as to the connection between the bicycle and his missionary work.

IT is a nice thing to be a swell doctor, for when you are money is made both easily and rapidly. A friend of mine, finding himself attacked with insomnia, went to one of our most noted nervous specialists for a remedy, and what do you think that doctor very sensibly advised him to do? Why, to get a bicycle and ride it every morning of his life. This advice cost the inquiring insomniaist just $10, and there isn't a wheelman in all America who couldn't have given him the same advice for nothing. It is a high compliment, though, when so able a man as the above prescribes cycling as a remedy for one of the most dreaded afflictions of modern days, and the best of all is that any individual who can be induced to enjoy the pleasures of health and wheeling for so trifling a sum as $10 is most certainly getting full value for every cent of his money.

LOUIS R. HARRISON, who in days gone by, both as the editor of the BICYCLING WORLD and as a writer in its columns, over the signature of "Madeline," was a prominent figure in American wheeling, has settled down here in New York, and has surrounded himself with one of the brightest circles of Bohemians in Gotham. Harrison has become one of the leading spirits in the Fellowcraft Club, an organization to which only artists and literary men are admitted, and it seems that his apprenticeship in the old Boston Bicycle Club stands him in good, as he keeps well to the fore in an organization where the pace is set to kill.

THERE are no less than a dozen prominent athletes in and around this city who are suffering from severe illnesses, or convalescing from attacks of same. In most every instance the disease is of the nature of typhoid fever, a fact that should not fail to be noted by racing men. Training in moderation, and to a certain point, is a physical benefit to a man, but carried to excess, or continued for too great a length of time, it becomes a positive injury. Doctors have declared in the cases of the above athletes, that their illness is the direct result of long-continued training, and wheelmen who race should not fail to heed the lesson thus put before them. A man in training is like a delicate musical instrument, with his nerves and physical powers keyed up to a concert pitch, to maintain which, without an intervening period of relaxation and rest, means certain and sure disaster to all who are unwise enough to attempt it. Race if you must, but after a few months of it, and the attendant training, let up on yourself and no bad results will follow, and you will find when the next season's racing comes round that you will ride stronger and get into shape quicker and easier than a man who has spent the winter grinding away on a home-trainer, depriving himself of every pleasure, with the mistaken idea that by doing so he is improving his chance of riding in winning form later on. The trainers of race horses or of prize fighters, or of any other branch of professional sport, have long since become convinced of the danger and uselessness of endeavoring to keep their charges always in training, and in consequence we see the race horse which is made fit for a race kept there only for a limited time, and then turned out to rest and recuperate. The prize fighter trains only till his battle occurs, and then ceases, and so all through the athletic world where men or animals are intelligently handled is the lesson of continual training shown to be a danger to those who adopt it, a fact that racing men should most firmly impress upon themselves if they would receive benefit, not injury, from racing.

I DON'T know whether it is because the American climate has changed so greatly during the past ten years, or whether it is that the riders of late years and their mounts have improved so over those of a decade ago, but for whatever reason it is cycling has

ceased to be regarded as purely a summer sport, and to day is undoubtedly the greatest all year round, out-door pastime in existence. We used to think that with the first fall of snow the season of cycling was over, and machines were oiled and put away for the winter, to so remain until the last snow had melted and gone, but now it is all changed. No one but a "jay" ever thinks of storing his wheel away, and with the exception of when the roads are made unrideable by rain or snow, cycling goes merrily on. There is to me, in fact, an added zest to a sharp run over frozen roads, where the bite in the frosty air acts as a tonic and incentive to the propulsion of the wheel that has a charm not less potent than that of the summer day with its dusty roads and thirst producing heat. Many of our Southern brethren of the wheel never see this side of wheeling, and are wont to pity us our colder climate with its visions of snow and ice, while we who live in it are really blessed, not cursed, by the varying phases of wheeling we are enabled to enjoy, though possessing both extremes of temperature.

Among the "old timers," the news that one of our already small numbers has been stricken down with death or disease, always acts as a decided dampener upon our spirits, so when we read in the columns of your last issue, that Ned Oliver was down upon a sick bed, our sympathies and best wishes for his recovery went out to him. We haven't many "Veraxes," and even if we had we don't want to lose this one, and I hope that when these words meet the eye of Ned Oliver that he may be well enough to laugh over the fear that caused his old friend to pen them.

Mr. George Semple, a favorite and energetic member of the New York Club, will in future make his home in Denver, and to all wheelmen there I commend him to their good graces, as one in every way worthy of them.

ST. LOUIS.

"LINNEUS."

As I predicted in my last two letters, the tire ordinance, which was hailed with so much joy by our cyclists, has through the influence (and presumably "boodle") of our carriage and wagon workers been amended so that it is a practical dead letter. The original draft of the ordinance had the number of animals drawing a vehicle as the criterion of the width of the tire, but at the meeting of the City Council last Wednesday, this was changed and the size of the axle is to be the foundation upon which the width of the tire is to be computed. It is needless to say that the police will not get down on their hands and knees to measure axles, in order to see who is evading the ordinance, and as a consequence the old order of things will remain with us. In anticipation of the strict enforcement of the ordinance, a number of our prominent business houses had the tires of their vehicles changed to the standard width, and they, seeing that the law is practically a dead letter, are now very much put out about it. Considerable feeling is exhibited, and it remains to be seen what will be the outcome of this municipal muddle.

The weather has been superb for wheeling the past few weeks, and the roads, rock as well as dirt, were never in a better condition. As a consequence a good many wheelmen who have put away their bikes in their annual covering of vaseline are to be pitied, as they are losing some of the finest riding of the season. Last Sunday was particularly fine, and the Cycling Club, to the number of twelve, headed by Captain Sanders, rode to Ballwin, where they arrived in time for one of mine host Busch's famous lunches, and after dinner the entire party started for Undertaker and Son-of-a-Gun Hills. The former has never been climbed, but Vice Consul Jordan succeeded in putting the high-water mark several notches higher. Son of-a-Gun was found in good condition, and was climbed by seven men.

G. Frohman has made the Division officers an offer to furnish maps of the riding districts of the larger cities for the new road book, free of charge, and it is needless to say that it was thankfully accepted. The cities selected will be St. Louis, Kansas City, St. Joe, and possibly Joplin, Columbia and Hannibal. The maps will greatly enhance the value of the book in every way, and give strangers a much-needed reference to pick their way through the intricate system of roads of the cities named.

A few evenings ago a party of cyclists were discussing the formation of a large League club in this city, and all seemed favorably inclined to the scheme except League Treasurer Brewster, who stated that he could not see what benefit would result to any club taking such action. Coming from such a source, the argument is well worthy of attention, and at the coming meeting of the National Assembly I should very much like to see the matter more fully discussed. It is my opinion that the Representative from a League club should have a voice in the National Board of Officers, as well as in the Division Board, and other concessions should be granted so as to induce many of the large clubs to become League clubs. If the majority of the clubs take such action it is safe to say that the percentage of non-renewals, which has always greatly retarded the growth of the League, will be much reduced.

The proprietor of the Ballwin hotel will probably again make his usual offer of presenting a bottle of wine and a fine dinner to the first cyclist who arrives at his hostelry on New Year's Day, and already competition waxes warm over the affair. The race this year, as such it will surely be, will be run under certain restrictions, and one of them is that no cyclist, who intends to compete for the prize, will be allowed to start before 10.30 P. M December 31. This is found necessary so as to obviate the annoyance many a square competitor had to endure by finding that upon his arrival a number of cyclists, who had gotten ahead of him by starting early and hiding in the village until midnight, and then making a break for the hotel. Among those who will surely start are Pomarede, Tivy and the Hardings.

BRIDGEPORT, CONN.

"NOSTAW."

Twenty-two members of the Rambling Wheelmen covered over one thousand miles the past season. Seven covered over two thousand, one or two ran as high as four thousand miles. Each one of these is entitled to a medal.

Andrew J. Steiger, a local wheelman, met with a severe accident while returning home from Fairfield the other evening. He was riding slowly and did not notice two rapidly moving teams approaching him. The drivers were racing, and before Mr. Steiger could get out of the way they were upon him. His machine was literally reduced to atoms, but the rider was thrown clear of either team and escaped with bruises. Neither driver stopped after the accident. If Mr. Steiger ascertains who they are he will prosecute them.

A jolly good time and lots of it, is the best way to characterize the first club "smoker" of the Rambling Wheelmen held in their rooms last Wednesday. The efforts of the Social Committee met with great success, and there was a large attendance. Musical selections by the Imperial Quartette and individual members of the club were rendered in an acceptable manner. The banjo club was also heard to good advantage. The Social Committee are now busy making arrangements to keep open house on New Year's Day, and invite all wheelmen.

NEW JERSEY NOTES.

"NITRAM."

The people of Trenton were treated to a grand concert on Tuesday, December 10th, which was given by the New York Philharmonic Club under the auspices of several of the leading members of the Trenton Wheelmen. On this occasion they were greeted by one of the largest and best audiences ever gathered in the Opera House. Although the Trenton Wheelmen as a club took no responsibility in the management of this enjoyable affair, its managers were all members of the club, and they have handed the proceeds, amounting to about $150, to the club Treasurer.

The Mercer County Wheelmen is the name of a new club recently organized in Trenton. They have a membership of about forty, nearly all of whom are active riders, and a club house on South Warren street.

In appointing Mr. Geo. C. Pennell on the Membership Committee, L. A. W., President Luscomb has made a very wise selection. Mr. Pennell is the efficient President of the Elizabeth Wheelmen and also Secretary-Treasurer of this Division, and is very well fitted for the office to which he has just been appointed.

Dr. Fred A. Kinch, Jr., President and Captain of the Union County Wheelmen of Westfield, is looking forward to a great revival of interest in wheeling next spring; he reports the county road as progressing finely. This club has recently been the recipients of "World's Records," published by Gormully & Jeffery; a very fine work of art, which is greatly appreciated by the members.

At a special meeting of the Plainfield Bicycle Club, held on Thursday evening, December 19, it was unanimously decided to erect a gymnasium on the lot in the rear of the club house, the building to be about forty-five by forty-seven feet, and to cost about $2000; work will be begun about January first, and it is expected that everything will be completed early in March. Mr. Aug. L. C. Marsh (more familiarly known as "Gussie"), a member of the club and a rising young architect who had charge of the building of the club house, has kindly offered his services once more, and he will superintend the work. It is the intention of the members to

hold a Mammoth Fair in the gymnasium building on Washington's Birthday, Feb., 22d, 1890.

CHICAGO.

"THE STROLLER."

A CORRESPONDENT of the *Referee* seems to think that my items are anything but facts, and here I have been congratulating myself all along that whatever fault might be found with my weakly (no joke) budget of news, its truthfulness could not be questioned. He of the unpronounceable name accuses me of not being at the Illinois club house for more than a year, when hardly a week passes but what I am there. He also says that from the finish he saw Myers fall in the interclub road race. What eyesight he must have to see over or through half a thousand of spectators and through the dust also. I was at the finish line, and I acknowledge I was unable to see any where near the distance he claims to have been able to. He also says Myers was ahead of Winship when he fell, and still with all due respect to the gentleman the fact is Winship was ahead of Myers when Bert fell. He also says that the Illinois Club is not at all excited over its coming election of officers, and yet another correspondent in the same paper says affairs are decidedly mixed at present, to say the least. And one has only to stroll into the Illinois' cozy quarters to be almost immediately sounded as to who he will vote for, if he be a voter. He says that I live in a suburban home, and there he has me, or thinks he has. Oh, "Utprosim," when that down on your upper lip has increased to a respectable growth, you may not then be as positive in your statements, but in spite of that they may be more truthful.

I UNDERSTAND that Roe and Barrett had quite a lively time last week on the North Side, all owing to their trying to secure a few shekels for their trip by wheel (?), during which it developed that several hundred dollars had been forwarded to them in care of that festive newspaper correspondent, who had failed to turn over the same, aside from a few quarters and halves at odd intervals during the trip, and the boys are now looking for him to explain.

THE Chicagos nominated Randall for the Presidency for the ensuing year, and much to my surprise he accepted the same. With a membership of over two hundred, and their experience of the past year to profit by, it seems a pity that they could not put up and elect a real live man for the place.

BARRETT and Van Sicklen are making the fight for the Captaincy, and if the Kenwoods are admitted Lumsden will also enter the race. Also there will be an interesting fight over the Treasurership.

MUNGER is no longer a member of the Illinois Birdie did not have the nerve to attend that meeting, although he promised to be there, and so he was promptly dropped from the membership roll. "Hic jacet."

I RECEIVED a letter from one of the editors of that new paper, about to fill a long-felt want in cycling circles, *The Bearings*, asking me to contribute to the same. I am sorry, gentlemen, but my contract with the BI. WORLD prevents me from entering into negotiations with you. I forgot to mention that Messrs. Van Sicklen and Barrett are the editors and proprietors, and that the first issue will appear February 6th, and will doubtless contain the songs of seven.

PEORIA, ILL.

"CYCLOPS."

FOR the first time since the organization of the Peoria Bicycle Club there is a political wrangle, and yet I presume that every large or well known club in the country has experienced the same sort of "littleness" on the part of some of their members that the Peoria Bi. Club is called upon to set down on at the coming election. There are always more or less members of any organization of this kind that as long as the club is struggling along in a sort of a weak, half hearted way, will sit back and allow some one else to do all the work, take all of the responsibility, and shoulder all the blame if there be any. But as soon as the club gets fairly and squarely on its feet with good rooms all finely furnished, money out at interest, a good reputation all over the country as a live, wide-awake, go-ahead business organization, these heretofore do-littles come to the front and seek to be elected to positions of honor so that they may lead in all the glories and triumphs that the hard work and brains of others have attained.

THREE new wheelmen arrived in the city last Saturday and announced their intention of taking up their abode permanently amongst us, one of them being the Rev. Mr. Odell, formerly President of the Aurora Bicycle Club. Rev. Mr. Odell comes to Peoria to take charge of the First Baptist Church and it is needless to say that more wheelmen will attend the Baptist church in the future than ever before. The other two are Mr. Will McCune, formerly of the Springfield Bicycle Co., who is well known to all readers of wheel papers and his friend Mr. Jackson; these two gentlemen have came here to go into business, and have already announced their intention of becoming members of our club.

BUFFALO.

"N. O. TOFTEN."

THE wheeling season of 1889 in Buffalo has been the longest for this section in the history of the bicycle. From March to the present time the boys have been hard at it, rolling up mileage, and it is safe to say that at least ten of the members of different clubs can show a record of over 4000 miles. The first athletic exhibition of the Buffalo Bicycle Club was an enjoyable and successful affair, and emboldened by this experience, another exhibition of the club's athletes will be given Saturday evening. Di Lewis is the champion wrestler of the club, and we would hint to Mr. Muldoon that he had better look to his laurels, as the Buffalo Club has the coming champion wrestler of the world. The Ramblers intend to add a gymnasium to their club rooms, and with that addition this popular club will enjoy a greater "boom" than ever. Almost every evening their rooms are thronged with members, and the billiard and pool balls click merrily until late in the evening.

Now that the Buffalo boys have beaten two of Rochester's crack riders, in the tandem bicycle race, they have thrown off the sack cloth and the other emblems of mourning they donned after the 75-mile race from Buffalo to Rochester, and feel themselves again. As it seems to be the custom for every city and town to have a Business Men's Association to convince the balance of the country that they ought to settle within their corporation, it would be the proper thing for the wheelmen of Buffalo to form such an association, and inform the wheelmen of the world of the fact that they ought to live here. Just think of the inducements we could offer: Eighty miles of asphalt, hundreds of pretty girls, a large proportion of them living on streets that could be reached by an asphalt route, and numerous other advantages.

BALTIMORE

"ARGUS, JR."

I SHALL be much surprised if at the meeting of the National Assembly there is not some very emphatic talk about a change in that part of the Constitution which refers to the election of officers of that body. Just now this is one of the most engrossing subjects upon which the workers hereabout are lavishing their best thinking powers. Of course I realize that the members of this Division, or of any other single one for that matter, might think on this subject till the pigs begin to fly, without appreciable effect. The gentlemen who framed the Constitution had, I judge, unlimited faith that it would forever be the best under which the League could live. They certainly took the precaution of so hedging it round that (as I read Article VII.) it is as nearly as may be impossible to change it. Those who attended the business meeting in this city on June 18, '88 (and though I was in attendance throughout the session, I did not see *very* many, spite of the 1052 votes cast) will remember that the present Constitution was there adopted as a whole. Had it been passed upon by sections I cannot think that Article VII. would have been adopted in its present shape. No one realizes more clearly than I how inadvisable it is to tinker with the Constitution of any organization. There may come a time in any of them, however, when a change is imperative. Such a time, I believe, has now come in the League.

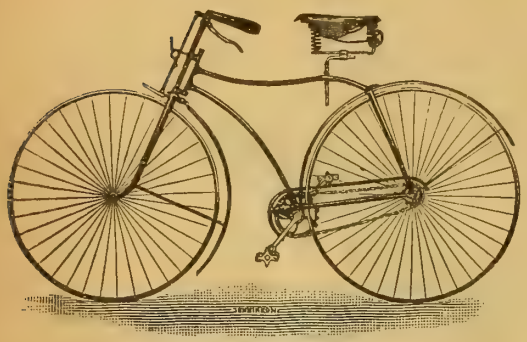
THERE is among the members of this Division a vast deal of dissatisfaction with the present method of electing officers. The belief is fast gaining ground that the Division Representatives in the National Assembly do not, as a rule, represent the sentiment of the members of their several Divisions; and yet more common is the conviction that the gentlemen who attend the annual meeting armed with a multitude of proxies, do not always cast their votes for the candidates whom the rank and file would like to see elected. I do not mean to question the elections of the past any more than I would that of President Harrison, whose legal election is undoubted, although he did not receive a majority of the votes of the people. What I do very seriously question is the wisdom of permitting delegates, who are empowered to send proxies, to elect our National officers. There is not a doubt in my mind that the voting should be done by the individual members of the League, by ballots cast with, say, the Secretary-Treasurer of each Division. I have said that the sentiment is strong here in favor of some such change. I am informed on good authority that it is equally strong in several other Divisions. If this is true it would be wise, if the present rulers of the League desire its perpetuation, for them to consent to a change in the Constitution at once. True, such a change might



PAT.—"Jist listen to this, Mary Ann. Here's a letther frum Tim in Ameriky, and he says he's workin' fer a Boysikle Mon, an ridin' an Agle."

MARY ANN.—"Phat strong birds thare bees in Ameriky. Sure Tim is a sthout by."

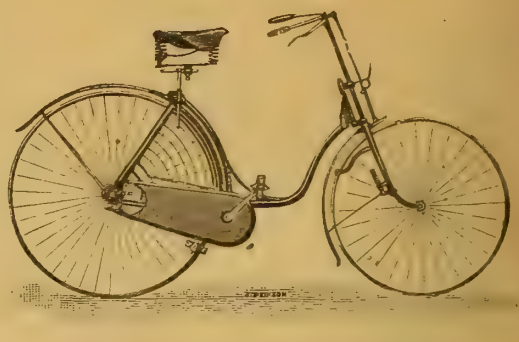
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curtail their power, but if it is persistently denied I am sure that that power will be altogether blotted out by the final breaking up of the League, and in this belief I am joined by some of our most earnest thinkers.

THE Chesapeake Wheelmen, one of the youngest, but one of the most energetic wheel clubs of this city has acquired in Henry Dietz, what promises to develop into a phenomenal hill climber. Some weeks ago he smashed the record on the hard hill west of Prospect Hill in Druid Hill Park, by climbing it with ease ten times in succession, and quite recently he did the same for what is probably the hardest hill hereabouts. It is known as Windy Gates, and was bucked against by a number of visitors during the meet of 1888, a few of whom succeeded in climbing it. It is something like 1600 feet long, has a heart-rending surface of shifting sand and gravel and grows steeper and steeper as the top is neared. The best record I know of is two trips without a dismount. Dietz made three, and says he would have done better but that he had to hurry home to dinner.

PORKOPOLIS NOTES.

"STAR."

THE wearing down of the rubber on one pedal of Mr. Petrie's wheel while that on the other was but slightly worn, recalls the experience of one of the members of the C. B. C. In pushing down on his right pedal his heel would swing outward and the consequent rotation of the sole of his shoe on the rubber wore it off. It was not due to the softness of the rubber, for when he changed the pedals putting the unworn one on the right side it also soon showed signs of wear.

ON the evening of December 14th the C. B. C. had a theatre party. It was not gotten up for the benefit of Pauline Hall, Buffalo Bill, nor any other operatic star, but was in honor of our talented fellow member, Will Marqua, who officiated as end man in an amateur minstrel show for the benefit of a charity.

THERE is a certain town in the United States that lies half in one State and half in another. Now suppose there should be a League club of just twenty members formed in that locality, half of them living in one State and half in the other, would the club be entitled to a representative, and if so in which State would he serve?

WITH Taylor married, Benckenstein engaged, Buckles building a house, and Allen sprucing up of late, the C. B. C. seems to be threatened with an epidemic.

NEWS AND COMMENT.

THE Buffalo *Courier* of December 24th contains a lengthy article upon the state of the roads improvement question in the State of New York. It says that the New York State Roads Improvement Association, with a membership of over 20,000, complains that the L. A. W. will not accord its support. It even charges the League with being antagonistic to its work. Mr. Bull, in an interview with a *Courier* representative, defends the association, and says: "The State Division and every officer of the Division will aid the roads improvement movement in every possible way, and we shall ask for and expect to receive the candid and earnest support of the national organization. We have no fight with the L. A. W., but we do object to this Conference (like the three tailors of Tooley street, 'we, the people of England,') 'we the L. A. W.,' reading this Division out of the national body, as per Mr. Prial's semi-official report." We sincerely trust that no local or personal differences will interfere with the successful promotion of roads improvement. It is the duty of the League to lend its aid to any association in an honest endeavor to promote the movement which is gaining strength day by day.

RICHARD WEBB, the Holyoke cyclist who disappeared so mysteriously some months ago, has been seen in Troy, N. Y. No cause is given for his sudden and secret departure. The Holyoke *Transcript* has been hunting up Webb's female acquaintances, but assures its readers that "there is no woman in the case."

THE Toledo Cycling Club will "stag" it on New Year's eve.

THE Manhattans are talking "new club house."

FROM the racing path to the cycle business is but a step, and a most common one. The latest additions to the trade are William Shumacher and John Shoefer, of the Berkeley Athletic Club, who intend opening a place in Brooklyn, N. Y.

IT must be clear to any man with the most ordinary business instincts that good roads mean thrift, liberality and wealth. They mean good farms and good value to real estate. They mean that the farmer enjoying their use will save time going over them, will save wear and tear, not only on his wagons, but on his teams, will be a richer man on account of them.

CONNECTICUT wheelmen have formed a polo league, and intend to keep in good form during the winter months.

WE believe it is a fact that Charles Overman belongs to the Columbia Bicycle Club, of Washington, D. C. Who'd a thought it?

A FLORIDA exchange says: "Give us good wagon roads first and railroads afterwards. The wagon road is a necessity, the railroad a luxury."

J. W. SCHOEFER, who was suspended for four months by the Brooklyn Bicycle Club, for racing under the colors of the Berkeley Athletic Club, has been re-instated to all rights and privileges in the B. B. C., as he has resigned from the B. A. C.

Two wanderers have returned to America. Charles Richards Dodge, who has been at Paris, is now in Washington; and W. E. Hicks, formerly of St. Louis, who has been wheeling abroad, is in New York.

A NUMBER of New York city cyclists will go out for the bottle of wine annually offered by a hotel proprietor in Tarrytown for the first person to reach his place from Fifty-ninth street on New Year's Day. The bottle was last year captured by Captain Nesbitt and W. E. Findley, of the New York Bicycle Club. The one offered by the proprietor of the Mansion House, at Roslyn, L. I., will take a number of Brooklyn riders that way on January 1, W. Marion, K. C. W., getting the bottle last year.

THIS is the right sort of talk. The Denison (Tex.) *Herald* says: The roads leading to Denison from the east are the most abominable highways in the county. This is a broad assertion, but nevertheless it is gospel truth. The Gate City *Guide* makes mention of the subject: "By way of suggestion the *Guide* would call the attention of property owners east of the city to the necessity of a general meeting or convention with a view of making a well defined and systematic movement in the matter of securing better roads in that locality. Beginning at the top of the hill on Main street in East Denison, and going one mile east across Papaw hills, a more horrid road cannot be found in Texas. It will take time, labor and money to change it, but the change will add fifty per cent to the value of every acre of land in that community."

THE Albany (N. Y.) Wheelmen have decided to hold an indoor athletic tournament next February, similar to that held last winter.

THE report that the Rochester, N. Y., Bicycle Club is to disband is refuted.

THE reports seem to be unanimous in the report that S. G. Whittaker will apply for re-instatement in the League.

W. H. BARBER has been enthusiastically entertained by the West End Club of Rochester, N. Y.

WE note that the Columbia Bicycle Club, of Attleboro', still thrives, but we miss among its newly elected officers many old names.

ON the 12th inst. the San Francisco Bicycle Club held its annual election for officers to serve for 1890. "For President, Geo. J. Hobe; Vice President, Len. D. Owens; Captain, F. J. H. Manning; First Lieutenant, W. G. Lowery; Second Lieutenant, R. H. Ingham; Recording Secretary, S. B. Morse; Financial Secretary, H. Allen Mathews. On the 11th of January, 1890, at 9.30 P. M., the club will hold its *thirteenth annual* banquet, in its club rooms, 110 McAlister street. A big time is expected, and all but a few of its members will be present.

WHEN the farmers fully realize the advantages of road improvements, they will not be slow in securing them, even though they may be assessed for the entire cash cost. Even then the improvement would be the most profitable one the farmer could make. A good road will increase the value of every farm abutting upon it far beyond the assessment. In addition to this, the farmer can get his money back every year through the increase in the amount of work he can perform, since he can do his hauling at times when he cannot work on his farm.

H. W. ROBINSON corrects our statement that the "Oolah" did not receive the organized attention of wheelmen. The Charlestown Rovers proved a happy exception to the indifference of Boston's other clubs.

COL. ALBERT A. POPE evidently believes in profit sharing. He recognized the efforts of his employees, and marked his appreciation of Christmastide by distributing among his employees in the cycle business in Boston the sum of twelve hundred dollars.

THE following from the Toledo *Bee*: "The League of *American Wheelmen* will ask for legislation for the improvement of the *common roads*. Leagues of American farmers and tradesmen ought to join the wheelmen and swell the chorus. There is no one item of so much importance in the development of a country as that of

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good roads, and yet of all measures for the general good it seems to receive the most reluctant attention."

THE Hillside Bicycle Club, of Hillside, Mich., held a most successful reception recently. Prideaux and Williams gave a capital exhibition of fancy riding.

GOODMAN, the energetic, of Hartford, called on us this week. His political prognostications were exceedingly entertaining.

"LINNEUS" suggests that an effort be made to induce the publishers of "patent insides" to issue a series of road improvement articles.

THE "king maker" of New York wonders why he is the target for so much hot shot. When a man makes a target of himself he must expect to get hit.

WHAT is Los Angeles' loss is Boston's gain is true in one sense of the term. Charles B. Shannon, formerly of Cleveland, O., (Forest City Ramblers) but more lately of this city, left for Boston this morning (Dec. 10th), and will make that city his future home. He will embark in a wholesale business in conjunction with his father. Last night a few of his club mates tendered him a farewell supper, which was served in the dining-room of the club. The menu was excellent and the service superb. The guests were Messrs. Arthur E. Little (President), W. S. Wing, Emil Kirschner, E. S. M. Judson, J. W. A. Off, Harry G. Stuart, L. D. Sale, Sherman Pease and the honored guest, Mr. Charles B. Shannon. The best wishes of his legion of friends follow him to his new home. Mr. Shannon will be a decided acquisition to the wheel world of Boston. He is an expert wheelman and a quiet, unassuming young gentleman, and has a happy faculty of making friends everywhere. He spent the past summer touring in Europe, as a member of the Elwell party.

THE *Daily City Item* of New Orleans takes up the cudgels in favor of better highways, and speaks flatteringly of the active interest which wheelmen are taking in the general movement.

"MEFORNO" writes from Topeka that the Topeka Cycling Club held their first social smoker, at their elegant apartments in the Ross Block, last Friday evening. A very enjoyable evening was spent with billiards, pipes and tobacco, music, cider and sandwiches, fruit and sociability, and the guests, thirty-five in number, went away happy, with kindly thoughts for the new club. We have been organized but a month, but are booming.

Last Sunday, Hill, Mulvane and Canniff rode to Lawrence, twenty-nine miles, to try a new tandem, with Mulvane and Canniff over the wheels. Very good time was made, considering the *very* hilly road traveled, being three and one-half hours for the distance.

The boys think that not bad as it was their first tandem ride. A heavy mist hung low, which gave them the appearance of having been in a rain storm, as they were plastered with mud.

This most unprecedented wheeling wheather is a boon to we riders. Fall is still with us, and roads simply elegant, with indications they will hold so far a Christmas Day run.

Can any one tell what has become of that most genial and successful racing man, Colie Bell? He has hosts of friends here, who would like to know if he still inhabits this sinful world.

WE are authorized to state that Mr. George. R. Bidwell accepts the nomination as Second Vice President on the Dunn ticket.

BUFFALO expects to have a first-class racing track next year.

THE fair of the Hudson County Wheelmen was a great success financially and socially.

IT is said:
That Pial wishes he hadn't.
That Rich, of Brooklyn, wishes to race Windle.
That Bull, of Buffalo, refuses to run for President.
That the Racing Board will be asked to re-instate Windle.
That Rochester is proud of Kaufman and Barber.

SOCIALITIES.

"THE members of that deservedly popular organization, the Long Island Wheelmen, and their friends crowded the Criterion Theatre, Brooklyn, last week, to witness the production of Bronson Howard's one-act comedy "Old Love Letters" and W. S. Gilbert's "Pygmalion and Galatea," by members of the Gilbert Dramatic Association.

The first-named piece was most acceptably played by Miss Grace Gayler Clark as Mrs. Florence Brownlee, and Harrie J. Stokum as the Hon. Edward Warburten. Two humorous recitations by Prof. J. P. Silvernail, A. M., were as well received as they were rendered, and then followed the treat of the evening, "Pygmalion and Galatea," given by the following amateurs:

Pygmalion, an Athenian sculptor, Harrie J. Stokum; Leucippe, a soldier, John C. Costello; Chrysos, an art patron, William T. Harris, Jr.; Agesimos, Chrysos' slave, J. E. Quinn; Mimos, Pygmalion's slave, Edwin Walter; Cynisca, Pygmalion's wife, Alice Shepard; Daphne, Chrysos' wife, Mamie Sloat; Myrine, Pygmalion's sister, Libbie Healey; Galatea, an animated statue, Grace Gayler Clark.

From start to finish the play was given in a manner that reflected credit on the performers, who put their best efforts forth, with the result that the performance merited the frequent applause with which it was received. Miss Clark made a most charming Galatea, while Mr. Stokum's Pygmalion was almost above criticism. The rest of the support was all that could be desired, the humorous rendition of the art collector Crysos, by Wm. T. Harris, Jr., and that of Daphne, his wife, by Miss Mamie Sloat, being worthy of special mention."—*Citizen.*

THE Linden Club of Malden, Mass., held a most enjoyable ball on Christmas Eve. There was a good atttendance, and all who attended spent a delightful evening.

THE Brooklyn Bicycle Club gave a very successful ladies' reception last Saturday evening. Music, dancing and readings filled up a most delightful evening.

THE Port Huron (Mich.) Wheelmen had a pleasant party on Friday of last week.

A SEASONABLE STORY FOR THE CHILDREN.

(*BY "STAR."*)

ONE night, just a week before Christmas, as little Gottlieb Blitzenstrahl lay all alone in his little bed wondering what treasures Santa Claus had in store for him, and had thought of everything from a nimble jack which could be bought for a cent, to a pony and cart without being able to decide on just what he wanted, or rather what he did not want, a window at the foot of his bed was softly raised.

Startled by the sound, soft as it was, Gottlieb quickly drew the bed clothes over his head and lay there for several moments expecting every instant to be seized and carried bodily away by either a ghost or a burglar.

No such calamity resulting, however, his alarm soon subsided, and peeping out from under the blankets he saw at the open window a chubby little fur-clad dwarf pointing toward something in the yard below.

Reassured by the pleasant smile which lit up his rosy face, and being somewhat curious to know just what might be outside, Gottlieb crept out of bed and cautiously approached the window.

He had no sooner caught a glimpse of a sleigh with a team of reindeer than he was whisked out of the window by the dwarf, who after quickly wrapping him up in a robe made of bear skin, and placing him in one corner of the sleigh, climbed in after him, and giving his team a signal they were off like a flash.

Noiselessly they flew along, now over the house tops, now past a church where the people were gathered in worship, now past houses through the windows of which they could see little children peacefully sleeping, now over the icy bosom of a river, now far up in the air over a great city, whose many lights looked like a handful of diamonds sprinkled over the ground. On, on they flew till a star appeared in the distance, small at first, but gradually growing larger till it was no longer a star, but an immense icy palace, lit up by millions of little wax candles.

As they draw up before this strange building the doors swing open, and little Gottlieb and his captor alight and enter.

This must surely be heaven, thought little Gottlieb, as he viewed with astonishment the mountains of ice cream, the pyramids of delicious cake, the abundance of candy, the apparently unlimited supply of nuts and fruits, and the endless variety of toys.

For a few moments he stood as one bewildered, and then with eyes so widely opened that it seemed impossible for them ever to be closed again, he began in an ecstacy of glee to run from one object to another, exclaiming "Oh don't I wish I had that! Oh don't I wish I had this! Oh! Oh! isn't that nice! Oh my! wouldn't I like to have that!" as his eyes fell now on a fiddle, now on a drum, a sled, a pair of skates, and a thousand other articles so dear to the heart of the small and vigorous boy. Thus he ran to and fro till suddenly he came to a stop before a handsomely nickle plated boy's safety bicycle. Fiddles, drums and skates were instantly forgotten.

He had eyes for nothing else. Wasn't it a beauty? Real rubber tires just like a man's wheel! A real bell that would ring! How springy the saddle! How shiny the handle-bar and spokes! And then the tool bag! A real wrench and a screw driver! An oil can that would *not* leak! was there ever anything so wonderful? Oh that was just what he wanted!

No part of the machine escaped his scrutiny. He applied the brake, examined the chain and twirled the pedals; but just as he squeezed the oil can a jet of its contents struck him in the eyes and he immediately felt so drowsy that he would have fallen to sleep on the ground had he not been picked up by the dwarf and again placed in the sleigh.

On awaking next morning he was greatly surprised to find himself in bed. He sprang to the floor and ran to the window, but neither track nor hoof print were to be seen.

Puzzled in the extreme, he donned his clothes and went to breakfast. Much to his mother's alarm he left his food untouched. At school he saw safeties on every page of his books, and even the figures on the blackboard went through the performance of some very queer manœuvres.

When Saturday came and he went down town to look at the windows of the toy stores, he saw in one of them the exact counterpart of that safety, and the more he looked at it the more certain he became that he was destined to own that very identical machine; and oh how impatiently he counted the hours that must elapse between that time and Christmas morning.

Never did a boy look forward more eagerly to that morning, never did time pass so slowly, and never was a boy more certain as to what the day would bring forth.

The night before Christmas at length arrived and, after hanging up his stocking and placing two chairs beneath it to receive the bicycle, little Gottlieb crawled into bed firmly determined to lie awake till his presents arrived; but like a great many other little boys who had tried the same experiment he was soon fast asleep.

When he awoke he saw that Santa Claus had come and gone while he slept, for on the chairs in full view were a bag of candy, a silk handkerchief, a pocket knife with a pearl handle, some oranges and nuts and a handsomely bound gilt-edged Bible. "Only these and nothing more!"

CORRESPONDENCE.

[The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]

MR. BREWSTER EXPLAINS.

Editor Bicycling World: In the current issue of the WORLD your correspondent, "Stroller," does me an injustice; unintentional, I am sure, but none the less an injustice. I received a most courteous invitation from Mr. Randall to attend the banquet to Roe, and it was my desire, as well as my intention, to be present, but a business appointment of a personal character which took me to Chicago, and which was not affected in any way by "the political status of Chief Consul Davis," detained me beyond the hour named for the banquet. I do not flatter myself that I was any more "conspicuous by my absence" than I would have been by my presence and I only make this explanation that Mr. Randall may understand that I was not unappreciative of the courtesy which he showed me on behalf of his club. Very truly yours, W. M. BREWSTER.

St. Louis, Dec. 16, 1889.

MR SHRIVER'S ADVICE TO DELEGATES.

Editor Bicycling World: From a purely personal point of view, the present contest for the League Presidency is not without its satisfactory features to me; my frequent condemnation of our delegated electoral system being so fully justified by the pulling and hauling, the recriminations and bad blood aroused; all of which would be done away with in a popular election, which would hang upon the general judgment, not upon the whims or personal interest of a few. But, looking at it in a broader light, I cannot but think that the virulence of this canvass is an unfortunate thing for the League, and made all the more so by those who are pledging their votes in advance, whether it is for a consideration or out of sympathy with one side or the other. For myself, I have not promised my vote for either Mr. Luscomb or Mr. Dunn, and do not propose to; and one reason is that I am coming to believe that it may be best in the common interest to hold one's self free honorably to vote for some one who has not been actively concerned in this personal warfare; I have nothing whatever against either of the candidates now in the field; but unless their friends on both sides cool off a little soon, there is very great danger that the defeated ones will feel too sore after it is all over to give their loyal support to the necessary work of the League. We have other men who have had experience in League affairs, but who have yet not become hopelessly involved in the present quarrel, and who might therefore command harmony better than either of the prominent contestants. Taking them in reverse alphabetical order—not even to suggest a preference—there are Emery, Brewster, Bull, Atwater, and last but not least, if we want a "hustler," Burley Ayres; any one of whom would make a good President, and might heal all differences if delegates to the National Assembly will only hold themselves free to use their judgment when the time comes; since unfortuately they can have no way of discovering the wishes of their constituents. Yours truly, E. J. SHRIVER.

New York, Dec. 21, 1889.

TENNESSEE FOR J. R. DUNN.

Editor Bicycling World: I wish to say that I will support Mr. Dunn for President of the L. A. W. at the coming election. I believe it will be to the interest of the League to make Mr. Dunn President, and, as I have the interests of our organization at heart, I think it my duty to vote for the man who will fill the office to the best advantage. Do not let us consider personal advantages when we cast our votes at the coming election, but putting aside all petty animosities of this sort, elect our officers from among those League workers who will conscientiously strive for the welfare and upbuilding of the League and the good of its members in all parts of the country. Not until we work together for the good of our organization, and do away with all of our personal ambitions, will we fully realize the good to be derived from membership in the League of American Wheelmen. I sing, with "Marnola" of Louisiana,

"Our votes from the State will be sent
To vote for Dunn for President."

C. C.

A REPLY TO "NOSTAW."

Editor Bicycling World: In behalf of Mr. Dean of Danielsonville, Conn., I wish to reply to "Nostaw's" production of December 20th. I agree with "Nostaw" that the road signs are *needed* and that the road book does not fully supply the deficiency. Yet I would remind him that the little village of Hartford is up in "this rural district," giving Mr. Dean abundant opportunity to get his hair cut in city style. Let us see "Nostaw" just *how* wide awake Bridgeport is? Mr. Dean, of Highways Committee, issued a call for names of Selectmen in Connecticut; did Bridgeport seem very wide awake on this? Is not riding forbidden on a *public* race course in Bridgeport? How long ago was it that an ordinance was proposed forbidding wheelmen the use of certain streets in wide awake (?) Bridgeport? How much discount is given at the L. A. W. hotel in Bridgeport? Coming to more recent events of *general* public interest. How long has the Police Department been awake? Did not a wheelman in Bridgeport get his wheel crushed by an expressman in Bridgeport, and did the verdict in this case show you very wide awake?

A few judicious "squelches" like the one you applied to Mr. Dean would probably deprive Connecticut Division of an able and energetic worker "Nostaw," so please don't do it again, please don't.

Respectfully, 23257.

DR. KEMPTON REPLIES.

Editor Bicycling World: In the issue of December 13th, Mr. W. T. Eastwood, of Baltimore, would like "to inquire of Mr. Kempton what possible harm may come if we should lose in the Road Improvement Legislation on the first trial," etc.

The average American citizen is more easily led than driven, and if you attempt to force him you produce abrasions that heal but slowly.

If, on the other hand, you can convince him that the measure you advocate will benefit him, you will then have a powerfull ally.

Premature attempts to secure legislation are apt to act like a boomerang. Especially is this the case with road legislation. The people at large look on it as an attempt on the part of a few wheelmen to compel the rest of the community to go to the expense of making better roads, so that the favored few may get more enjoyment out of their wheels.

In a previous communication I have endeavored to explain why legislation has failed in this State.

The Ohio Division is just as anxious for better roads as other Divisions, and is just as sincere in its attempt to secure them, and hopes some day to see a vast improvement in that direction, but it believes that any attempt to secure legislation this winter would

not only signally fail, but would be a waste of money, and put off the day of ultimate success.

Possibly before the first year of Mr. Eastwood's League membership has elapsed he may find that desiring legislation and securing it are two very different matters. Very respectfully,

WILLIAM D. KEMPTON, M. D.,
Sec.-Treas. Ohio Division L. A. W., Cincinnati, O.

BETTER ROADS DEMANDED.

ONE RESULT OF THE MANY HEAVY RAINS THIS YEAR.

IN consequence of the ruinous effect of the continued rains of the past year upon the roads and highways about New York, extraordinary interest has been manifested by property owners of the suburban counties in the system of road making inaugurated by Mr. Chauncey B. Ripley in Union County, N. J. Roads that have been considered of the first class, and that have cost enough to make a solid and durable highway, have been so softened by the wet weather that they have succumbed to the strain of ordinary teaming, and are cut to pieces and seamed with dangerous ruts.

"Respecting work on the country roads," said Mr. Ripley, yesterday, "the weather has been so unfavorable for the past ten days that very little work has been possible. Not more than two or three days at most were suitable. The unprecedented rains have made mud intolerable on the country roads, and often in the cities as well, though of course not so generally. The work in Union County is progressing slowly, but, according to contract, rigidly in all cases. Many questions have been asked me about the provisions of the contracts under which we are working, mostly by letters, which I am still receiving from many sections of country suburban to New York. I should be glad to answer them, once for all, through the *Times*. Our public roads are generally laid out 66 feet wide. Of this width one-fifth, or about 13 feet, on each side is allowed and used for sidewalks and shade trees. The country roads are macadamized only 16 feet in width or 8 feet on each side of the centre line, which the surveyor first defines, and which, when found, controls all other lines in the progress of the work.

First among the essentials of a first-class road is drainage. The contract, specifications and drawings all provide for such a grade as shall carry off all water from the surface of the road and that which percolates through the stone. Before any stone is laid the road-bed is perfectly graded, with reference to shedding water toward the sides as well as carrying it off lengthwise. The centre of the road-bed is higher, and the slope to each side is regular. A shoulder is left on each margin of the 16-foot bed, so that the foundation stones cannot spread. The road-bed is made smooth, and rolled before any stones are placed on it.

After its preparation is completed a layer of blocks of stone about 12 inches long by 6 or 8 inches on the sides is laid, each stone by hand. Each stone stands an inch or so away from other stones. The stones in the first layer are pretty uniform in size, and of trap rock, and crack or split easily when struck with a stone hammer, which is used, on the top of each stone till all are broken into, say, half a dozen pieces. The broken pieces fall down wedge shape, spreading so as to fill the vacant spaces left between the blocks, as originally laid, and form a mass of wedged stones that will stand in the position they are left by the hammer forever, we may almost say. After this the roller is applied, and the stones are packed by rolling. Then a layer of larger stones is placed upon this foundation, say stones of the size of 2 to 2 1-2 inches on a side. This layer is then rolled, and a finer grade is used on top, till stone dust and gravel complete the evenness of the surface. The roller now in use on the Union County roads is a steam roller, and has a pressure of twelve tons."

"What do such roads cost, and how is the money raised?"

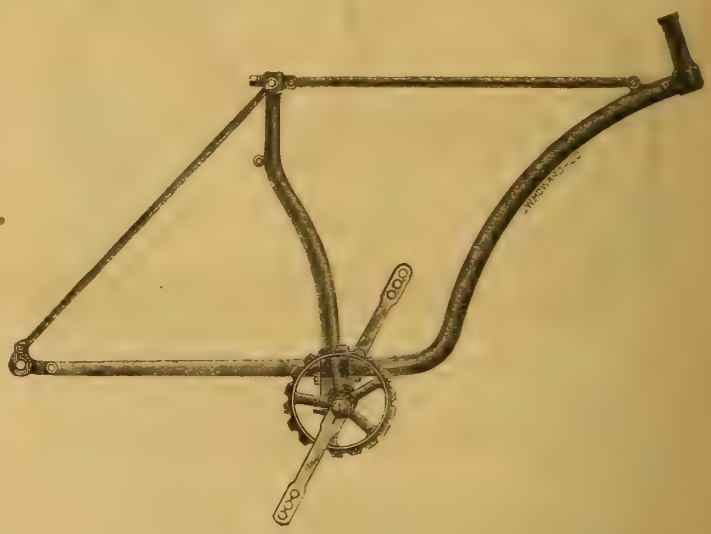
"The cost is about $10,000 a mile, I judge by observation and imperfect reports. It is not far from that sum I can safely say. It seems a great deal to one not acquainted with road making. It is not. We have few good roads in our county that have not cost at least that amount of money per mile. And they wear out in a few years. The money under our county act is raised by bonds, running twenty years at 4 1-2 per cent. interest. The interest on these bonds is all that the present generation will have to pay, as a rule. It is very light, too, when spread over a county. A taxpayer owning a house and lot worth $5000, and having $5000 more out at interest, told me the other day his yearly tax would not be more than a dollar or two greater on account of these roads. Although at first a croaker and opposed to them, he is now in favor of the roads."

"But when the bonds fall due, what then?"

"When the bonds fall due Union County will contain three times the number of inhabitants it has at present, and the taxable property will be three times as great. This we are safe in assuming, and more, judging the future by the past two decades. I have fresh evidences every day of the increasing interest in improving carriage roads in Rockland, Orange, Dutchess and Westchester Counties in New York. The earth is so full of water from the excessive rainy season we are passing through that the old style of gravel roads has been put to a severer test than ever before in the memory of this generation. This accounts in some degree for the increased interest, and makes better roads a greater necessity."—*New York Times.*

THE WARWICK SAFETY FOR 1890.

THE Warwick Cycle Manufacturing Company, whose reorganization we alluded to a few weeks ago, have decided to place on the market a safety differing in some points from the pattern which they are now selling, and which will prove a very welcome addition to their line of wheels.



The frame is a combination of loop and diamond, and like their other safety is of two distinct parts of cold drawn weldless steel tubing, which run from the neck to the rear bearing, without a joint or braze.



The steering of the machine is ball bearing, easy and accurate, and the makers claim it to be the least erratic of all rear drivers in this point.

The rear hub and sprocket wheel are forged in one piece, and the hub deep recessed.

The handle bars are bent well back and furnished with the "Warwick Perfection" spade handles.

The *front* or steering wheel will attract attention, not only by reason of its workmanlike elegance, but also by its narrow hub, which measures but 2 1-4 inches across; this does not decrease the strength of the wheel, being supported by the Warwick Perfection rim, which being drilled on one side only, and having a thickened bottom is claimed to be the strongest rim manufactured.

The cranks are fitted in an original manner, and cannot work loose. They are adjustable from 5 1-4 to 6 3-4 inches throw.

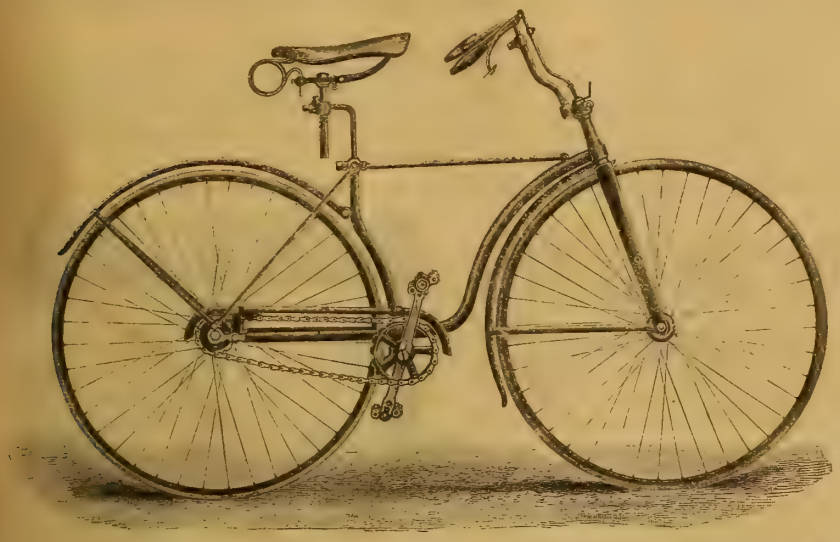
The Pedals are of new design, and tenacious in their grip of the foot. Each rubber is impressed with the name Warwick Perfection.

The chief points in which this new Safety differs from the present machine, now on the market, is in the diamond (removable) frame, as shown in cut; the ball bearing head; and the absence of spring ends to the forks. These latter will be fitted to the Warwick Perfection No. 2, thus enabling the Company to sup-

ply the needs of the rider who wants their spring fork, and the rider who believes in a rigid wheel.

The bearings are all fitted with dust-proof flanges, and the wheels are adjustable wherever adjustment is demanded.

The Saddle, of new design, embraces all the desirable qualities, the peculiar and satisfactory arrangement of springs, making it what a Safety saddle should be.



The workmanship is of the highest quality—the machine constructed without the use of cast metal, and from drop steel forgings. The finish is splendid.

The Warwick Perfection Safety is suited equally to a lady or gentleman rider, and will doubtless prove a favorite and popular mount.

MR. EDWARD G. MESSING, formerly of Buffalo, N. Y., and a member of the Buffalo Ramblers, can now be found at the Boston depot of the Gormully & Jeffery Mfg. Co., by which firm he is now employed.

THE Overman Wheel Company will produce a ladies' bicycle for next season. We hope to give particulars at an early date.

C. E. DURYEA, H. G. Rowe and S. H. Hazard have incorporated the Rouse-Duryea Manufacturing Company, with a capital stock of $50,000. The company will locate at Peoria, and manufacture cycles.

MR. E. P. J. MORTON, formerly with the Pope Mfg. Co., has accepted a position as salesman with A. O. Very, 173 Tremont street, who has taken the New England agency for the Union Cycle Co.'s safety, the Warwick and the Yost & Lozier machines.

"A RECORD ORDER.—We have pleasure in recording the receipt by a Coventry firm of what we believe to be the largest order for cycles ever given, Messrs. Warman & Hazlewood, of the West Orchard Works, being the fortunate recipients. This order, which is for 4000 'Rival' safeties, is from an American house, the Sweeting Cycle Co., of Philadelphia, and is a striking example of American enterprise. The Sweeting Cycle Co. is sole agent in the States for the sale of the 'Rival' cycles, and has sold during the past season the best part of 1000 machines, and it is the satisfaction which these have given which has induced the firm to place its whole confidence in make for next season's trade. Mr. Sweeting, the President of the company, has been in Coventry during the past week, and has taken the opportunity of carefully inspecting the construction of the machines, from beginning to finish, as carried on in Messrs. Warman & Hazlewood's works. Such large business as this is suggestive of prosperity with the particular houses interested, and speaks well for the soundness of the trade in general."—*Cyclist.*

C. F. WATKINS, of Buffalo, N. Y., writes us as follows: "I have patented an invention for a spring fork for the safety machine, which can be adjusted to suit all riders and all condition of roads. It will allow an up and down play to the wheel of over two inches, or can be adjusted to play any distance from that to perfect solidity. One of the strongest points in its favor is the fact that it allows the wheel when passing over rough roads, or when striking an obstacle, to take its natural course, i. e., upward and slightly backward, thus relieving the machine, and especially the handle-bars, from that very unpleasant jolting sensation so well known to riders of the safety. It also furnishes a perfectly firm and rigid steering, preventing any possibility of side play."

F. F. IVES, formerly of Meriden, Conn., has gone to Chicago, where he will have full charge of the bicycle department of A. G. Spalding's store. He has sold his business in Meriden to his brother Frank.

THE Pope Mfg. Co.'s calendars for 1890 are out. In style they are similar to those of 1889, but of an improved form, and every one of the 365 "squibs" is new, and if possible more interesting and valuable than of yore. By all means secure a Pope Mfg. Co. calendar for 1890 if you can.

THE Sweeting Cycle Co., of Philadelphia, write us that they have secured the sole agency of the United States for the celebrated Silico Enamel.

A NEW YORK physician says: "Three-fourth of the sickness in cities is caused by a combination of the three things—decomposing matter, heat and moisture. The decomposing matter is the litter in the streets; the summer sun furnishes the heat, and moisture is provided by the sprinkling cart."

THE Standard Cycle Co. of Buffalo announces its birth with the New Year and will conduct a wholesale and retail business in cycles and sundries. The company is incorporated with Mr. H. C. Martin, President; Mr. M. S. Benedict, Vice President; and Mr. O. F. Thomas, Treasurer. It will handle only a line of first class goods, and intends to do a general wholesale business.

MESSRS. Lozier & Yost spent a day in Peoria, Ill., last week. The gentlemen had a sample of their Little Giant with them, and it is certainly a beauty. Rouse, Hazard & Co. placed a large order with them for this wheel and I understand succeeded in securing exclusive control of quite a territory on it.

AN IMPORTANT DECISION.

THE case of John E. Ransom against David C. Talbott came up before Judge Fouke, Nov. 25th, 1889, upon a demurrer by the defendant to the plaintiff's declaration. The facts in the case, as set forth in the declaration, are these: Some time in 1888 Ransom was riding on a bicycle on a public highway in this county, and met Talbott in a two-horse carriage. Ransom turned his bicycle to the right side of the beaten track, but Talbott refused to turn out, and the result was a collision, in which Ransom's bicycle was demolished. The present suit was brought to recover damages for the destruction of the bicycle, and will be made a test case on the subject.

The defendant demurred to the declaration which raised the question of whether a bicycle was a carriage under the statutes of the State of Illinois. "Whenever any persons travelling with carriages shall meet on any turnpike, road or public highway in this State the persons so meeting shall reasonably turn their carriages to the right of the beaten track so as to permit each carriage to pass without interfering with or interrupting the other, under a penalty of $5 for every neglect or offence, to be recovered by the party aggrieved: Provided this section shall not be construed to apply to any case where it is impracticable, from the nature of the ground, for the driver of the carriage or wagon to turn to the right of the beaten track." The same statute further says: "The term 'carriages' as used in this act shall be construed to include stage coaches, wagons carts, sleighs, sleds and every other carriage or vehicle used for the transportation of passengers and goods, or either of them." Counsel for the defendant urged that this statute was passed at a time when bicycles were not known or contemplated by the law; that it refers only to vehicles drawn by horses, and therefore does not apply to bicycles; and further that the term "carriages" in the statute does not include a bicycle, and that the different decisions wherein a bicycle has been decided to be a carriage were in States where there was no statute similar to ours defining what a carriage is.

Messrs. Conkling & Grout, on the part of the plaintiff, in defending against the demurrer, gave citations to decisions of the Supreme Courts of Rhode Island, New York and Indiana deciding that bicycles are carriages, and as such are equally entitled to the road with what we commonly understand to be carriages as in use upon our public highways; and that the road laws of those States about turning to the right, which are almost identical with the pro-

visions in our statute, require carriages or other vehicles to give half the road to the rider of a bicycle. This general rule is subject to a few exceptions arising from the character of the road or of the vehicle; but the general rule, the plaintiff's counsel contended, is as stated in the foregoing. There are also citations to several English decisions to the same effect, and some decisions of the United States Government concerning the tariff to be paid upon imported bicycles, all of which hold bicycles to be carriages. There was not cited a single case in the United States holding that a bicycle is not a carriage; and only one English decision, and that arose under the charter of a turnpike company. The Supreme Court of Illinois, it was argued, has decided that a street is made for the passage of persons and property, and the law cannot define what exclusive means of transportation and passage shall be used. To say that a new mode of passage shall be abandoned from the streets, no matter how much the general good may require it, simply because streets were not so used in the days of Blackstone, would hardly comport with the advancement and enlightenment of the present age. Again the Supreme Court of Illinois has referred to public wagon roads and highways upon which every one may transact his own business with his own means of conveyance. Under these decisions and the statute the plaintiff contended that a bidycle is a carriage, and that the Law of the Road applies in this case.

On December 17th Judge Fouke overruled the demurrer, which is in effect a decision that a bicycle is a carriage, and has equal rights upon the highway with other carriages. It is to be hoped that the case will go up to a court of last resort. This victory is to be put down to the credit of the Illinois Division, and to Edgar S. Barnes, Consul at Springfield, Ill.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

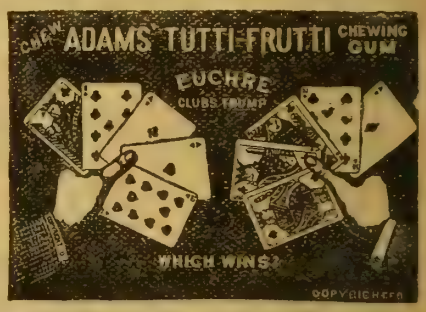
One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unneccessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
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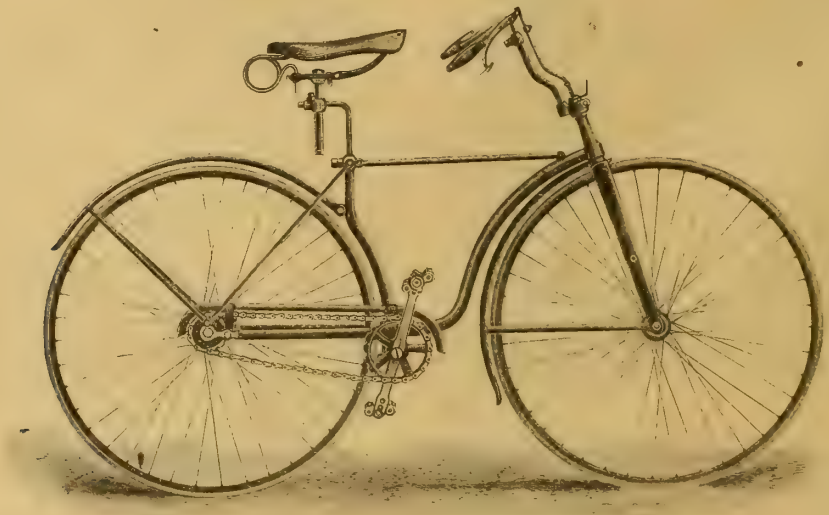


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Address ADAMS & SONS, 150 Sand Street.
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The 'downright facts' are these: For durability, thoroughness of workmanship and beauty of outline, the Warwick Safety stands first among high-grade wheels."



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V. C.—N. McDaniel, 1300 Penn ave., "

Illinois.

C. C.—W. A. Davis, 340 So. Leavitt, Chicago
V. C.—W. H. Osman, Ottawa
Del.—C. E. Randall, 3709 Ellis ave., Chicago
Del.—E. S. Barnes, Springfield
Del.—F. W. Gerould, 108 Madison street, Chicago

Indiana.

C. C.—J. Fred Probst, Terre Haute
V. C.—W. H. Pontious, Crawfordsville

Iowa.

C. C.—James B. Green, 711 Locust st., Des Moines
V. C.—H. L. Chase, Cedar Falls

Kansas

C. C.—W. C. Bradley, Western Security Co., Ottawa
V. C.—Chas. S. Davis, Junction City

Kentucky.

C. C.—Andrew J. Lamb, Box 65, Louisville

Louisiana.

C. C.—H. H. Hodgson, 13 Carondelet st., New Orleans

Maine.

C. C.—Dr. G. E. Dow, 507 1-2 Congress st., Portland
V. C.—C. D. Bachelder, Sanford

Maryland.

C. C.—Albert Mott, 203 Lenox st., Baltimore
V. C.—Geo. F. Updegraaf, Hagerstown
Del.—E. F. Le Cato, 4 Hanover, Baltimore
Del.—S. T. Clark, 4 Hanover, "

Massachusetts.

C. C.—Dr. Wm. H. Emery, 109 Warwick, Roxbury
V. C.—A. W. Robinson, 10 Salem, Charlestown
Del.—J. S. Dean, 28 State st., Boston
Del.—E. B. Pillsbury, 177 Devonshire, "
Del.—I. E. Moultrop, 1176 Tremont, "
Del.—J. B. Seward (Chelsea) 31 Milk, "
Del.—C. S. Howard, Globe Office, "
Del.—G. A. Perkins, 3 Pemberton square, Boston
Del.—B. A. Barber, 1 Grout st., Worcester

Michigan.

C. C.—A. B. Richmond, 370 So. Lafayette, Grand Rapids
V. C.—Wm. Seyffardt, East Saginaw
Del.—Junius E. Beal, Ann Arbor

Minnesota.

C. C.—T. M. Slosson, Box 380, Minneapolis
V. C.—Geo. W. Howard. St. Paul

Missouri.

C. C.—Rob't Holm, Anheuser Busch, St. Louis
V. C.—A. L. Jordan, 1320 Wash. ave., "
Del.—W. M. Brewster, 309 Olive, "

Nebraska.

C. C.—F. N. Clark, First Nat. Bank, Omaha

New Hampshire.

No election.

New Jersey.

C. C.—Dr. G. Carleton Brown, 40 Orchard st., Elizabeth
V. C.—Dr. H. A. Benedict, 67 Monticello ave., Jersey City
Del.—Gardiner H. Cain, Trenton
Del.—Geo. C. Pennell, Elizabeth

New York.

C. C.—W. S. Bull, 784 Main st., Buffalo
V. C.—M. L. Bridgman, 1255 Bedford ave., Brooklyn
Del.—W. S. Jenkins, 102 York st., Buffalo
Del.—G. R. Bidwell, 313 W. 58th st., New York
Del.—C. W. Wood, 74 So. Salina, Syracuse
Del.—Geo. E. Blackham, Dunkirk
Del.—Michael Furst, 16 Court st., Brooklyn
Del.—E. J. Shriver, N. Y. Metal Exc'ge, New York
Del.—C. C. Alden (Brooklyn), 6 Wall st., New York
Del.—Henry Gallien, 283 Madison ave., Albany
Del.—F. P. Prial, Box 444, New York

Ohio.

C. C.—M. A. High, 165 Vine st., Cincinnati
V. C.—B. J. Balliett, Mansfield
Del.—T. J. Kirkpatrick. Springfield
Del.—A. E. Mergenthaler, Fostoria
Del.—Geo. Collister, 147 Ontario, Cleveland
Del.—Frank C. Meyer Canton

Pennsylvania.

C. C.—Sam'l A. Boyle, Ass't Dis. Att'ny, Philadelphia
V. C.—D K. Trimmer, York
Del.—Henry Crowther, Box 1582, Philadelphia
Del.—Kirk Brown, 6 So. Broad, "
Del.—W. N. Seibert, New Bloomfield
Del.—T. J. Lee, Phillipsburg
Del.—J. J. Van Nort, Scranton
Del.—C. C. Taggart, Box 736, Pittsburg

Rhode Island.

C. C.—C. S. Davol, Warren
V. C.—Geo. L. Cooke, Box 1101, Providence
Del.—James L. Spiers, 83 Vinton st., "

Tennessee.

C. C.—J. R. Wilson, Jr., Clarksville

Texas.

C.C.—Geo. C. Arbuckle, Room 5, Merchants' Exchange, Dallas

Vermont.

Not appointed.

Virginia.

C. C.—Ira B. White, 16 Noll's court, Norfolk

West Virginia.

C. C.—Clarence E. Irwin, Wheeling

Wisconsin.

No election.

Ex-Officiis Members.

PRESIDENT,
CHAS. H. LUSCOMB,
280 Broadway, New York

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

Membership.

A. E. Mealy, 1736 Druid Hill ave., Baltimore, Md

Rights and Privileges,

A. Moore Berry, 421 Olive st., St. Louis, Mo

Improvement of Highways.

Dr. Chas S. Butler, 680 Main st., Buffalo, N. Y

Chief Consul of Texas.

Mr. George C. Arbuckle of Dallas, Texas, is hereby appointed Chief Consul of Texas sub-Division.

CHARLES H. LUSCOMB, President L. A. W.

Proxies.

To Delegates to National Assembly:

Gentlemen: My attention having been called to the following portion of section 1, article II, L. A. W. By-laws:

"At meetings of the National Assembly any member thereof may be represented by proxy, provided that the person holding the proxy shall be also a member of the assembly and that no person shall be proxy for more than three members," for the information of all concerned and that no one may be in doubt as to the character of proxy to be used under this provision, or be misled by the provision governing proxies in the former By-laws, notice is hereby given that should the question be raised at the meeting of the National Assembly, I shall rule that under this section, a legal proxy is sufficient if duly signed by the member giving it and presented and voted by the member named in the body of the instrument, further, that the provisions of the former By-laws on this subject were abrogated by our present By-laws and do not apply.

This is anticipating a question which may not arise, but it is deemed advisable to announce the ruling thus early, that no member's vote may be lost by technical irregularity. Yours fraternally,

C. H. LUSCOMB, President L. A. W.

H. G. Kennedy.

Pending investigation of his amateur standing Mr. H. G. Kennedy of Denver, Col., is suspended from the race track. Amateurs are warned not to compete with him during suspension.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Official Department, Attention Colo Div.

I want a Local Consul in every city and town in the Colorado Division where there is a League member. Communications have been addressed to members in every town, with but few exceptions, though few responses have been received. We have the material in Colorado to make a strong Division if the members will work, and if those members who are willing to accept the positions will send in their applications, the appointments will be made at once.

E. S. HARTWELL, C. C. Colo. Div.
1319 16th st., Denver.

I have this day appointed the following Local Consuls
Leadville—Jas. W. Neill, care Harrison Reduction Works.
Monte Vista—O. H. Cheeney, L. Box 189.

"Hotel Blanca," of Monta Vista, is hereby appointed as the official hotel. Regular rates $3.00 per day, rates to L. A. W. $2.50.

E. S. HARTWELL,
C. C. Colo. Div.

Corrections.

In the list of consular appointments published in the BULLETIN of December 13th, 1889, from this State, there are *two* mistakes. It should be Wm. O. Horner *not Homer*, also A. J. Burkhardt *not Bukhardt*. Please make these corrections, and oblige, Yours truly,

JOSEPH R. WILSON, JR., C. C. of Tenn.

Racing Board.

The L. A. W. Racing Board will meet at the Grand Pacific Hotel, Chicago, on January 11th, 1890, at nine o'clock, A. M.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Missouri Division.

To consuls and members:

A Highways Improvement Committee having become a necessity in this State to properly push the work of road improvement, the Division Board have this day created one to consist of the following members: Prof. H. C. Penn, Columbia, Chairman; H. G. Wolzendorf, care St. Louis Dental Co., St. Louis and T. H McNeil, 515 Main street, Kansas City, who will have full charge of the work. Consuls are earnestly requested to aid in the work and lend the committee all the assistance in their power in getting the press of their respective localities to publish the road improvement articles which will be furnished by the Chairman, as well as performing other duties that the Chairman may request.

Fraternally yours, ROBT. HOLM, C. C.

Missouri Division.

The following are hereby appointed League hotels for the respective cities and the certificate of appointment should be found hanging in hotel office. Show your ticket to obtain reductions:

Carthage, Harrington House, regular rates, $2.00 per day, L. A. W., $1 50, meals 35 cents.

Sedalia, Sichers Hotel, regular rates, $2 00 per day, to L. A. W., $1.50, meals and lodging 40 cents.

McAllister Springs, Hoffman House, regular rates, $2 00 per day, to L. A. W., $1.50, meals and lodging 35 cents.

Clarksville, Carroll House, rates to L. A. W., $1.50 per day, meals and lodging, 40 cents. Special rates will be made to large parties or to wheelmen making an extended stay. Fraternally yours,

ROBT. HOLM, C. C.

Ohio Consuls and Hotels.

List No. 6.

Chief Consul, M. A. High has appoined the following Local Consuls:

East Palestine, J. F Rehmann.
Gilboa, A. O. Matthias, M. D.
Ironton, F. A. Cronacher.
Ottawa, Will A. Kelly.

Chief Consul High has appointed the following L. A. W. Hotels:

Delphos, Phelan House, $2.00 a day, meals 50 cents.

Dupont, Beck Hotel, $1.50 a day, meals 50 cents; to L. A. W. $1 00 a day, meals 35 cents.

East Palestine, Book House, regular rate, $2.00; to L. A. W., $1.00, meals 40 cents.

Gilboa, Gilboa House, $1.50 a day; to L. A. W., $1.00, meals 25 cents.

Hamlet, Offut House, to L. A. W., 75 cents a day, meals 25 cents.

Ironton, the J. T. Moffett Hotel, $2.00 a day and 50 cents a meal; to L. A. W., $1.50 a day and 35 cents a meal.

Ottawa, the Leopold House, $2.00 a day and 50 cents a meal; to L. A. W. $1.50 a day and 35 cents a meal.

Van Wert, the Hotel Marsh, $2.00 a day; to L. A. W., $1.50 a day, meal 40 cents.

WM. D. KEMPTON,,
Sec.-Treas. Ohio Division.

Chicago Representatives.

This Division being entitled to two additional Representatives, Herbert W. Foltz of Joliet and Julius P. Schuh of Cairo are hereby appointed.

W. A. DAVIS, C. C.

Local Consuls are requested to see that they have a League Hotel in their respective towns. W. A. D.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 221—Total 39—12,135.

BOSTON, Dec. 27, 1889.

ILLINOIS DIVISION—5—881.

Peoria Bi. Club.

25840 Loomis, L. A., 514 Sanford st., Peoria
25841 Masi, L., care J. F. Alexander, "
25842 Wechselberger, J., 808 Fayette st., "

Unattached.

25861 Gamet, W. E., care Sprague, Warner & Co., Chicago
25843 Bartlett, F. S., Galesburg

KANSAS DIVISION—1—135.

Unattached.

25844 Follett, Hugh M., Yates Centre

MAINE DIVISION—2—155.

Portland Wheel Club.

25837 Liscomb, Frank M., 24 Free st., Portland

Unattached.

25857 Griffin, P. T., 69 Oxford st., Portland

MASSACHUSETTS DIVISION—8—1604

Unattached.

25848 Bissell, Chas. M., Highlandville
25849 Burwell, G. A., "
25850 *Burwell, Mrs. G. A.*, "
25851 Merchant, John, "
25852 Measure, Walter, "
25853 Metz, Chas. H., "
25854 Satterlee, Joseph, "
25855 Stainforth, Alfred, "

MICHIGAN DIVISION—1—435.

Unattached.

25838 Jackson, Gale E., Monroe

MISSOURI DIVISION—3—328

St. Louis C. C.

25872 Todd, Wm. C., 520 Wash. ave., St. Louis

Unattached.

25858 Williams, Walter, care Herald, Columbia
25871 Brown, W. H. S., 608 Market st., St. Louis

NEW JERSEY DIVISION—2—601

Bergen Wheelmen.

25862 Gardenier, Norman, Hillsdale

Englewood Wheelmen.

25873 Banta, Barney C., Cherry Hill

NEW YORK DIVISION—9—2126

Genesee Bi. Club.

25863 Harrington, Burt, 20 Chestnut st., Rochester
25864 Craig, Emmet H., 233 Alexander st., "
25865 Hotchkiss, Frank D., 105 Wilder Bldg, "
25866 Ross-Lewin, G. W., 40 State st., "

Business Men's Cycle Club.

25875 Alling, Chas. E., 5 Rundel Park, Rochester

Unattached.

25845 *Mitchell, Miss Emily B.*, 427 Gates ave., Brooklyn
25859 Shults, W. J., Lock Box 442, Cohoeton
25836 George, Henry, Jr., 327 East 19th st., New York
25839 Sternberger, Maurice M., 125 West 74th st., "

OHIO DIVISION—2—845.

Unattached.

25867 Poage, Frank C., 343 West 7th st., Cincinnati
25868 Kobman, Chas., 827 Central ave., "

PENNSYLVANIA DIVISION—4—1402

Century Wheelmen.

25874 Knight, Walter H., 2016 E. Yorkt st., Philadelphia

Unattached.

25869 Rohrer, Jeremiah, 22 Penn sq., Lancaster
25846 Shrum, John H., 118 No. Queen st., "
25860 Boyer, Lem, E., Gaskel st., Pittsburgh

RHODE ISLAND DIVISION—1—337.

The Rovers.

25870 Davis, Harrie, James st., East Providence

VIRGINIA DIVISION—1—85.

Unattached.

25847 Taylor, J. Spottiswoode, University of Va.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name,.....*

Club,..... *St. and Number, or Box,.....*

References:..... *City,.....*

State,.....

Enclosed..... for Holder.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

UNION CYCLE MFG. CO.,

—MAKERS OF THE CELEBRATED—

SPRINGFIELD · ROADSTER · AND · UNION · SAFETY,

CHICAGO, ILL. HIGHLANDVILLE, MASS.

Have just completed their 1890 Wheel—a Crank Safety—which for Strength, combined with Elegance, cannot be surpassed.

Dealers will find it to their interest to reserve for it a share of their patronage.

TO SEE IT IS TO BUY IT.

For all kinds of
Bicycle Repairing,
Nickel Plating,
Enamelling, etc.,
Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street, BUFFALO. N. Y

PATENT WRENCH
AND SCREW DRIVER COMBINED.



Turns Nuts, Gas Burners or Pipe without adjustment. Made of Best Polished Steel. Sent by mail for 25 cts
CHARLES U. ELY, P. O. Box 1945, New York City.



SPOKE GRIPS

are not expensive, but are mighty convenient sometimes, and every wheelman should have one.

Our **DOUBLE GRIP"** is a good, substantial one, and fits perfectly No. 10 and 12 wire. Price by mail, **60 cents.**

WHITTEN, GODDING & CO.
118 So. Main Street, Providence, R. I.

CATARRH
HAY FEVER
CATARRHAL DEAFNESS

A NEW TREATMENT.

Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (*two weeks apart*) by the patient at home. A pamphlet explaining this new treatment is sent *free* by A. H. DIXON & SON, 337 and 339 West King Street, Toronto, Canada.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on recept of 50 cents in stamps. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

GILLOTT'S STEEL PENS ARE THE MOST * * * PERFECT.

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,

Elliott W. Johnson
N. Mason Beckwith *Committee.*
E. K. Bimm

Browning, King & Co.

Official Tailors of the L. A. W.

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Broome Street,
NEW YORK.

The Only Official Tailors to the L.A.W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

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Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago

STILL ANOTHER FEATURE . . OF THE . .

COLUMBIA LIGHT ROADSTER SAFETY.



THE KIRKPATRICK SADDLE,

modified and perfected by our own ideas, for adaptation to the Safety.

The Kirkpatrick Saddle is unquestionably the most satisfactory and successful saddle ever put on the market. This statement is fully substantiated by the twenty-five thousand saddles which have been sold to the wheelmen of America, with a continuous increasing demand.

The various patterns are respectively best for the regular bicycle, the tricycle, and the safety.

The rider is carried in a natural position and with the greatest degree of comfort, with weight well distributed.

The simple tilting device affords ready adjustment to suit the various requirements of riders, and well-proportioned springs afford relief from vibration to a greater extent than in any other saddle.

NO SADDLE HAS COME NEARER PERFECTION.

POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 3 JANUARY, 1890.

Volume XX.
Number 10.

We are making
several Victors
for the
season of 1890,
and according to
our ideas, which
are by no
means infantile.

They are about
the nearest
approach to what
the sensible and in-
telligent rider wants
of anything that has
yet seen the
glorious light
of day,

You are the
party we want
to reach if you
are looking for the
best thing to ride,
and
we hope you
will send for
our '90 catalog,
which will tell
you all about it.
It will be sent
on request without
charge for wrapper.

OVERMAN WHEEL CO.,

MAKERS OF

VICTOR ·:· BICYCLES,

BOSTON, WASHINGTON.

Office and Factory, CHICOPEE FALLS, MASS.

"TO ALL WHOM IT MAY CONCERN."

Be it known that I, Sterling Elliott, existing at Newton, in the County of Middlesex and State of nervous suspense, being sound in wind and limb and still at large, do hereby declare that the relations between myself and the Sterling Cycle Co. have for some time been more or less strained, and as a season of the year is at hand when all unpleasantness should be thrown aside I find myself evidently regarded by the Co. as an unpleasantness.

I have heretofore occupied the dual (not duel) position (or to speak more after the prevailing custom) the position and situation respectively of general manager and loblolly boy to the Sterling Cycle Co. My duties as manager were very arduous while the salary was only——but why mention the salary so long as I still live. Not being much of a surveyor it seemed modest enough that I should want to be monarch of all I surveyed, and I told the Co. so——with the above result, they evidently thinking that out of doors I would have more room to grow. However, as I was passing out I took the Co.'s business and concealed it under my coat, and toward morning went back and secured the plant. At present it would be difficult to tell which was the tumor and who it was removed from. I have now obtained from the Company the right of way. The rolling stock I already had; and also some of the floating stock. This transaction having been legalized the business in future will be conducted under the glare of my eagle eye. In addition to being conductor I shall also act as engineer and brakeman. The latter duty will be an easy one though, as the thing is now almost broke.

There was recently quite a stir in financial circles when it was reported that I was now paying for things.

Among my creditors a denial of this absurd story would not be called for except to say that the quality of the *hickory bicycles* will not be affected by it one way or the other.

It has also been rumored that I had taken Jay Gould in partnership.

This was no doubt started by some envious rival hoping to make wheelmen think that the price of hickory safeties would be raised to $500, when in fact the price is but $100, the raise from $90 being due to improvements which go with our new (1890) machine.

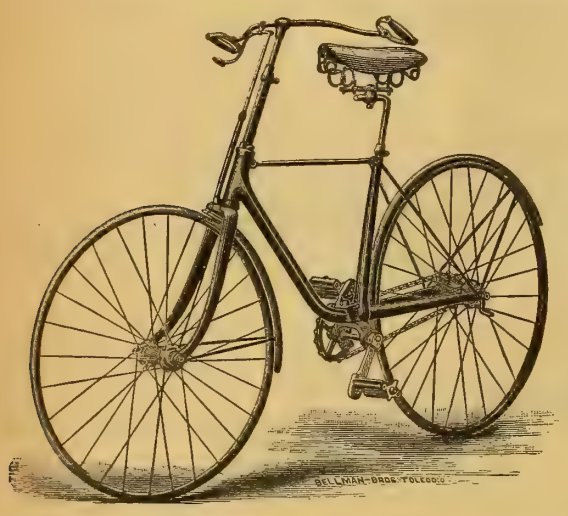
All orders should be sent direct to the factory at Newton, and not bother Mr. Gould with them, as he has no interest whatever in the wheel further than the one we are to deliver to him in the spring.

A letter just received says: "Your catalogue is the best I ever saw, but that don't prove that the *hickory bicycle* is good for anything." So it don't, John, so it don't. We are glad to know that our catalogue meets with your approval, but you can't ride the catalogue, that's a fact, and we are glad you don't *deride* it. The *Hickory Safety* is ——well now do you know, John? It's queer as well as interesting to know how safe we are when we let that machine speak for itself. Unlike the average salesman it tells just enough, and unlike the salesman again, it's argument is *always* logical.

You must see and try the hickory for yourself, just as you have the catalogue, and although the safety costs more than the book does, you will find that it is worth the difference.

STERLING ELLIOTT, Newton, Mass.

Heir apparent to the STERLING CYCLE CO.



WE DO NOT WISH TO DISAPPOINT YOU,

Yet We Wish to Interest You Long Enough to Tell Our Story.

The Little Giant Bicycle.

The name does not belie its qualities, although its weight is only 35 lbs., it is a little Giant in strength. Besides it combines all that makes up a good wheel. Such as adjustable sleeve steering head, adjustable cone bearings to wheels, adjustable cone bearings to crank shaft, adjustable cone bearings to pedals, Tangent spokes, crescent rims, Torkelson Patent adjustable saddle, the front and rear of which adjust independent of each other. Saddle leather can also be adjusted to take up the slack without loosening saddle from the frame. **All steel Diamond frame,** cold-drawn Weldless steel tube backbone, detachable front bar to frame, trimmed in nickle, spokes tied and plated up to knot, and spade handles. **All for the moderate price of $35.00.**

Now is your chance, Boys! Do not let anybody stand you off by saying they cannot get a wheel for you. We can fill orders promptly, and give you good value for your money. Something that has never been done before. The Little Giant embodies all of the recent improvements of the Men's wheel, in a modified form. There! If this don't interest you, **no harm done.** Yet we feel satisfied that you all know a good thing when you see it, and that you will favor us with your sample order. **Agents wanted everywhere.**

We know you won't forget where we are located, but to assist the memory of anyone who may need their memory jogged, will say our factory is located at Toledo, O., on Central Ave., and the firm's name is,

THE LOZIER & YOST BICYCLE MFG. CO., Box 131.

Agents for New England: WM. READ & SONS, Boston.

For all kinds of
Bicycle Repairing,
Nickel Plating,
Enamelling, etc.,
Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street. BUFFALO. N. Y

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One of the neatest and liveliest little papers published. Controlled by no outsiders. Brim full of news. Editorials timely. Speaks to the point. Sketches by the best tourists. Practical hints by practical wheelmen. Confined to no particular wheel, but tells you about them all, and is fearless in its criticism. A paper for every male and female that ever bestrode a wheel.

Put your hand down into your trouser's pocket
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Twenty-five cents. (**25**) Twenty-five cents,
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The most valuable, interesting, unique and amusing book on

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It contains 300 pages of solid meat for those interested in the

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The most perfect Road Map of a Massachusetts County ever issued. SHOWS ALL THE ROADS. Printed in Colors, mounted on canvas and varnished. Scale about 5-8-in to the mile. The best Map value ever given for the **price, $1.00, postpaid.**

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12 PEARL ST., - - BOSTON.

N. B. If this venture meets with encouragement we hope it will, other maps of Massachusett's Counties will be issued on the same lines.

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All Advertisements in this Department 20 cents a line.
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(SEASON OF 1890.)

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are not expensive, but are mighty convenient sometimes, and every wheelman should have one.

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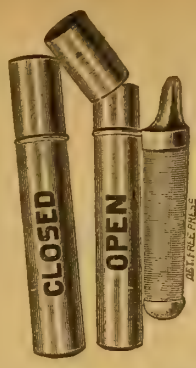
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The Billings & Spencer Co., Hartford, Conn., U. S. A.

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If you are going to give an entertainment this season it may interest you to know that

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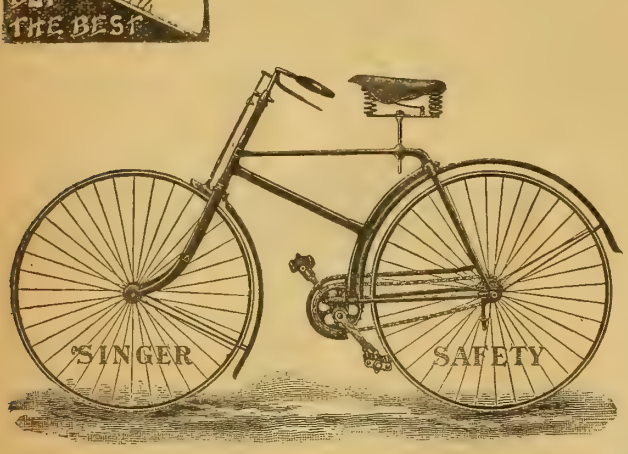
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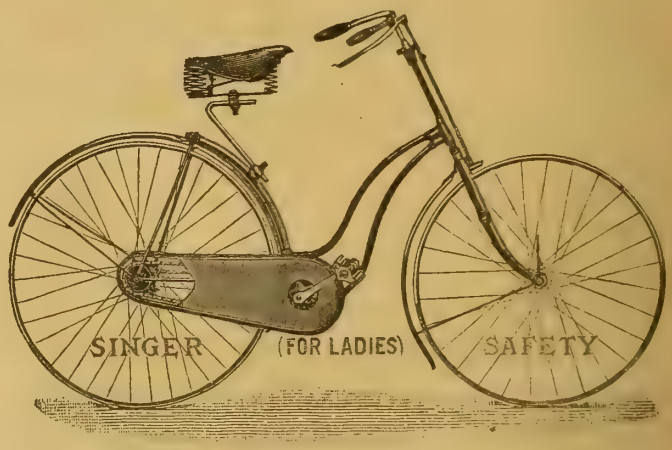


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Mr. Beers' record for past two years' riding is **15,256** miles on the NEW MAIL.

Mr. Murphy made his 12890 miles on a NEW MAIL Ordinary for two years' riding.

A TESTIMONIAL.

BOSTON. Dec. 17th, 1889.

MESSRS. WM. READ & SONS:

Dear Sirs—Having ridden nearly all the high-grade wheels of the day, it is my candid opinion that the New Mail Safety is the most powerful, and at the same time, the easiest-running safety made. Have given the wheel the hardest kind of usage on the New England roads, and they at their best are poor. Any cyclist who wants a safety that will "stand the racket," should first look at the New Mail. Should this letter be of use to you, well, use it.

Yours truly, ALBERT M. BEERS.

P. S. Record last year, 6888, ordinary. Record this year, to date, 8368, safety: 15,256 miles. I think this is as large a record for two years as I have seen.—A. M. BEERS.

WM. READ & SONS, - - 107 Washington St., Boston.

THE BICYCLING WORLD
FOUNDED 1878
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 3 JANUARY, 1890.

NO well-regulated editor could allow the present holiday season to pass without one word of congratulation on the past, and good wishes for the future. It is a pleasant thing to note, as we pass the defined milestone of time, that on the completion of each year we can see an improvement in the status of cycling in all its forms. The history of good old 1889, deceased, has been one of general prosperity to the trade, a partial and encouraging revivification of the racing interests, and a broadening of the aims of the devotees of cycling as a body. The year of 1889 will always stand forth as being the year in which the question of Roads Improvements received its first organized and systematic consideration at the hands of wheelmen. The agitation started during the past year has already borne most cheering results. The attention of farmers, business men and users of the pleasure carriage has been aroused to such an extent that we are certain of practical results in the near future, if we only bear in mind that "Education" is necessary before we can hope to accomplish much. To this end *all* good wheelmen must work, and we must look to it that the splendid work begun in 1889 is carried nearer the goal aimed at during 1890, and thus persistent conservative action will bring about a better condition of highways, and a closer bond between wheelmen.

WE notice that several writers of cycling notes are laboring under the false impression that the question of the method of voting for President, Vice Presidents and Treasurer is one that comes within the scope and control of the Board of Officers. This is an erroneous idea. The present methods of election can only be changed by a Constitutional Convention. We make the statement so that those who consider themselves posted can switch on to the right track, and not run away with the notion that the Constitutional question will be one for discussion and action at the February meeting.

THROUGH the courtesy of Mr. Geo. A. Perkins we have read the proposed Highway Improvements bill, which is to be presented at the coming session of the New York Legislature. We have read the draft as intelligently as a layman could, and it seems to be exhaustive in its treatment of the case. It provides for the appointment by the Governor, of a State Superintendent of Highways with offices at Albany, the appointment by the local Board of Supervisors, of a County Superintendent and Engineer of Highways. The duties and powers of each of these officers are defined and laid down with exact care. The bill also provides for the method of taxing and raising money for the purpose of building and maintaining the public roads and highways. The document shows evidences of great care in preparation; it is concise, plain and exact in all its sections.

There is one feature in this matter that we deplore, and that is that the Chief Consul of New York (and the other State officers, we believe,) is not in sympathy with the proposed action of the National Executive. In order to have the movement successful it is absolutely necessary to have the State officials and the national officials in harmony, and we are of the opinion hat if the State officials desire to handle the matter of local legislation alone, that they should be permitted to do so.

If our correspondent, "Argus Jr.," of Baltimore, is correct in his statement which appears in another column, then it would appear that the intervention in Marylaud of the National Executive Committee is not receiving that concordance which we believe absolutely necessary to the successful attainment of proper legislative action. We regret this state of things. We would like to see the State and national bodies moving in harmony, but to ignore the real facts of the case would be to ignore a matter of news which is of the most vital importance.

WE are advised on the very best authority that a ticket which will be presented for the favorable consideration of the delegates at the meeting next February will be in its entirety as follows:

For President, Charles H. Luscomb, of New York.

For First Vice President, George A. Perkins, of Massachusetts.

For Second Vice President, Junius E. Beal, of Michigan.

Of Mr. Perkins, those who know him in his own State and else where know him to be a man versed in the requirement of properly presenting matters for legislative consideration. He has been a member of the Massachusetts Legislature for two years. He is now one of the most active members of the Rights and Privileges Committee.

Mr. Beal is one of the best-known wheelmen in Michigan, and is a man who has a fine record as a member of the Roads Improvements Committee.

The above is the ticket which will be put in nomination in opposition to Messrs. Dunn, Emery and Bidwell, and we may add here that we have been advised that Mr. Bidwell has consented to stand as the third man on the ticket with Mr. Dunn.

The gentlemen in charge of both opposing campaigns are very free with pencil and paper to show how sure a thing their side has got. We don't deal in "futures," political futures less than any kind, but if our information is of any reliability it would seem that the Dunn ticket has the strongest pull so far. The associates chosen to run with Mr. Luscomb may be able to change the aspect of affairs. The selection of Mr. Perkins is an attack on the New England phalanx, while the naming of Mr. Beal may shake up things in the West. It will be "a very pretty fight, good sirs," and

the existence of some twenty to thirty "doubtful votes" will make things of the most interesting uncertainty.

WE are told that the Albany *Argus* is not in favor of any Roads Improvement bill which may go before the New York Legislature, giving as a reason that it is the "wheelmen's scheme."

We are aware that the *Argus* will live, and perhaps thrive, for many years to come even if we do score them sharply, but we most respectfully protest to the editors of that prominent paper, that it is not in line with the spirit of this age of broad mindedness to oppose any measure which is of undoubted general public good, simply because they see in any scheme the hand and influence of wheelmen. This is a pretty narrow objection to emanate from the editorial sanctum of a paper of the *Argus*' standing.

But our Albany friends are not well posted if they think the movement for better highways is an "only and original" one of the wheelmen, and the editors ought to know that in the Empire State there is an organization of non-cyclers numbering nearly 25,000, which makes the question of better roads a paramount one.

This 25,000 is a nucleus gathered in the course of a couple of years' work, and if the increase during the next ten years is in the same ratio to that of the past two, our friend the *Argus* may have its fabled hundred eyes opened to the fact that there is "something in it" more than a "mere wheelman's scheme."

GOVERNOR JACKSON of Maryland is the first Chief Magistrate of any State to be memorialized by the League in relation to good roads. The document reads as follows:

"The undersigned, a committe on improvement of the public highways for the League of American Wheelmen, beg to direct your attention to the movement in behalf of better roads and to respectfully request that in your forthcoming annual message you will bring it to the attention of the Legislature and present such recommendations looking toward a better system of construction and repair of the highways as in your judgement shall seem wisest and best at the present time.

It is believed that no sufficient reasons exist why the roads of the United States should be the worst in the civilized world, and we confidently feel that when once our people have become familiar with economic and other advantages derived from good roads, that they will profoundly regret that this important matter has been so long neglected.

The indifference to this subject hitherto is chiefly attributable to an unfamiliarity with scientifically constructed roads and to ignorance of the inexpensiveness of maintaining them when once they are properly made.

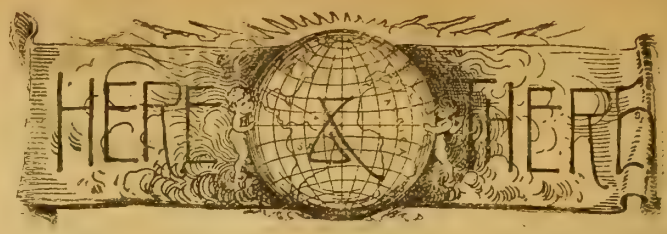
That the movement is serious and wide spread is evident from the present tone of the public press; from recent valuable essays written by men well qualified to speak on the subject; from public consultation in Georgia and legislative enactment in New Jersey; from the recommendations of the Governors of Massachusetts and Pennsylvania in their inaugural addresses, and by the recent appointment in Pennsylvania of a commission to revise the entire road legislation of the State, with power to prepare and present a bill for the construction and maintenance of high class roads.

We confidently urge this matter upon your consideration, believing that a movement in behalf of good roads is in the interest and for the welfare of every man. Respectfully,

CHAS. S. BUTLER, Buffalo.
WM. W. SHARE, Brooklyn.
JUNIUS E. BEAL, Ann Arbor."

MAN HELD RESPONSIBLE FOR MUD.

At a prayer meeting held in the First Methodist church in Portland, Ore., last week a lady expressed her inability to see why certain things were thus and so, and was especially severe upon Providence for inflicting so much mud upon mankind. Said she, "No matter how much I may clean, my house is continually tracked with mud; my porches are kept in a filthy condition, and it's nothing but mud, mud, mud." When the speaker finished, the pastor arose and remarked: "I cannot conclude this meeting without saying that God is not responsible for the mud; in fact if there were no men there would be no mud. Moreover, in Portland, Ore., where it rains about six months in the year there is no mud, for the simple reason that they have men there who know enough to make roads."
—*Exchange*.



NEW YORK.

"HAWKSHAW."

MANY years ago, whenever two individuals differed in their beliefs or opinions they were wont to cover themseives all over with boiler plate, and then adjourn to some neighboring field or tourney, and there hack and hew at each other until exhausted, wounded or dead, one was vanquished, and thenceforth the victor's opinion was declared to be the correct one, and so remained, until some other individual with more iron upon him, or more muscle beneath it, defeated him, and then the last conqueror's ideas were correct. All of this tomfoolery was called "the judgment of combat." As time rolled on, and men gradually forsook boiler plate as a dress material for the more airy and graceful one of to-day, the demonstration of the correctness of one's beliefs was settled upon the field of honor, with rapiers or pistols. As this was an improvement, so have the customs of to-day been an advancement upon even the field of honor racket. We no longer, when we differ in our ideas from others, seek to convince them of the correctness of our own by killing all who are not of the same opinion, but are content to let those who maintain ideas different from our own, to continue doing so, confident that "truth is mighty and must prevail." Yet away down in our hearts there is yet the memory of the savage way our ancestors settled their differences, and we are all more or less believers in the rule of the survival of the fittest, so that when two ideas are supported before the public, and one eventually dies, we are much inclined to conclude that the surviving one is the correct one and the other was not. It is in about this position that the L. A. W. stands to-day. Since its organization, there have been many who thought that it was a failure, that it was mismanaged, that it was controlled alternately by the manufacturers or a ring, that it did nothing for its members or the cause, or that their individual interests were overlooked or uncared for. In several instances these individuals, their friends and their supporters, have been unwise enough to organize rival associations, to demonstrate the correctness of their beliefs, and what has been the result? The L. A. W. triumphantly continues to go on, ever increasing in the number of its members, and the advancement of the interests of the sport it was formed to protect and defend. And the rival institutions, where are they? Well, dead, gone and forgotten. It is an old adage that many can always help a few, while a few cannot always help many, so that it is safe to predict that what the L. A. W., with its numbers and its officers, have failed to accomplish, that no smaller organization can hope to succeed in doing. Cease trying then, my petty grumblers, to hamper it in its good work, by attempting to organize these smaller organizations, which are doomed to death before they are fairly born, and let the energy and grumbling you thus find vent for, be visited upon the heads of our enemies, and soon will you see that the best friend cycling has ever had is the League of American Wheelmen and its supporters.

I HAVE received several complaints from individuals who thought my recent paragraph regarding the "man who grumbles" was aimed at them, and was intended as a personality instead of a type. To these gentlemen I would say that if the cap fits them they must wear it, but at the time the lines were written I had none of them in my mind as a model, though their taking up the gauntlet so quickly leads me to believe that the picture must have been a true one. It was my desire to show the "grumbler" up in his true light, not to anonymously attack anyone in print, a performance that the editor would not allow, or myself attempt.

No one can accuse New York of not being generous to Chicago, now she has sent her M. L. Bridgman. I am sure that if the wheelmen of Brooklyn and New York, had to vote whether we had to give Chicago Bridgman or the world's fair, that most of us would vote to keep the popular ex-President of the K. C. W. Wherever he may go, and in whatever he may engage, the best wishes of a host of wheelmen will ever follow him.

I SEE that "Coaster" wants me to specify just what articles Mr. Merseles used from the columns of the BICYCLING WORLD, without crediting, in editing the fair paper of the Hudson County Wheelmen, and claims that "*not one line*" was taken from these columns,

but that all clippings were from other papers. In this he may be correct, but still it only shifts the blame from Mr. Merseles' shoulders to those of these journals, since *every* unsigned and uncredited article in the paper, excepting the editorial page and some verses, was originally from the columns of the BICYCLING WORLD. Even granting that these articles were not taken from this paper by the papers named, why were they not credited to one of these journals if they were responsible for them?

BALTIMORE.

"ARGUS, JR."

THE news that Charles A. McClenahan has joined the "silent majority" was received with deep sorrow by the many wheelmen of this city, who had known and esteemed him. Mr. McClenahan died at Port Deposit, on the 26th ult., of typhoid fever. He was an active member of the Maryland Club, and upheld the reputation of that organization for whole-souled good fellowship wherever he went. His loss is a great one to his club and to the Division.

JANUARY 1st is always a red letter day among the wheelmen of this city, and its observance this year was fully up to the mark. At all the club houses visitors were made welcome in one way or another. The Chesapeake Wheelmen threw open their charming home to all comers, and entertained in a style which would have done credit to a very much older organization. The Chesapeakes, despite their youth, have a habit of doing things up brown, and nothing they do now is surprising.

THE Maryland Club men beat their own record. Their house was thronged from two o'clock to midnight, and no one left their house dissatisfied with wheelmen. The House Committee, H. F. Williams, T. J. Lindsay and J. H. Bennett, were assisted in receiving by President Moses Norris, E. P. Hayden, S. T. Clark and E. F. LeCato—than whom, none who know them would wish for better hosts.

BOSTON NOTES.

"TONEY."

CAPTAIN MILTON IRVING DEANE is the gentleman who commands the Fall River Ramblers, the most active bicycle club in the city of spindles. He was born in Fall River in 1868, and has been one of the most active cyclists there for some years. Not only is he a prominent wheelman, but he is also a member of the Annawan Boat Club, Y. M. C. Association, Fall River Athletic Club and the Fairmount Tennis Club, all of which organizations he has represented in different tournaments. Early in 1887 he was imbued with a desire to do a little racing, and journeying to Taunton captured second prize in the novice race and third in the one-mile open event. In 1888 he won the one-mile road race at Fall River, captured second in the one-half-mile track, and third place in the three-mile lap races at Taunton. He seems to have confined his racing career to Fall River and Taunton, as those are the only places in which he ever won or came in among the leaders in a race. During the past season he was among the winners in the ten-mile road race at Taunton, and won the annual one-mile road race at Fall River. The Ramblers were organized on the first day of August of the present year, and although it is yet quite young it contains men who are the acknowledged leaders of that city. Messrs. M. J. and R. B. Deane, F. H. Borden and E. P. Kershaw are looked upon as the four fastest men of the city, and under the efficient training of their captain there is no reason whatsoever why they should not improve in their riding and represent their club at some of the different tournaments that will be held in the East during the coming season. Captain Deane has, during the past season, worked hard in the interest of the League, and before he discontinues the good work he hopes to have Fall River represented by a large number of League members.

THE Cambridgeport Bicycle Club celebrated ladies' night at its rooms on Main street last Friday evening, and everyone who was in attendance had a jolly good time.

OUR old friend Worden, of hill-climbing fame, left Boston last week for Toledo. Among the other wheelmen who have left this city might be mentioned Captain Nat Rogers, of the Wakefield Club, who so handsomely entertained the cycling visitors to Wakefield. Whenever he knew the Captain of a club had called a run for that place he mustered a few men, and if they did not ride several miles to meet the visitors, they always made it their duty to give them a cordial reception, and see that they wanted for nothing while in their city.

IF you ask Totman, of the Charlestown Rovers Cycle Club what he got for a Christmas present, he will blush like a school girl.

THE Western press is once more talking about re-instating Whittaker as an amateur, and the New York *Sun* says when he joins the amateur ranks he will become a member of the South End Wheelmen.

I RECENTLY received a handsome circular of information concerning the proposed European cycle tour to be conducted by Mr. F. A. Elwell, of Portland, and when I called upon E. B. Pillsbury of the Massachusetts Club I discovered him deeply interested in reading the same. He says he is going on that tour if he can manage to leave his business affairs for a few months.

ON Christmas Day it was my privilege to see a colored individual riding a bone-shaker up and down an asphalt-paved street at the North End, while an audience of Italian boys and girls that lined the whole length of the sidewalk, liberally applauded the efforts of the embryo wheelmen. He gave some good and bad imitations of Maltby and others, and the joke of the whole affair was that he really thought he was an artist at trick riding.

PERHAPS the strongest lady rider in this section of the State is Miss Kirkwood, of the Middlesex Club of Melrose, and she and Miss Beers can give many of the boys all the pedalling they want to do to keep up with them on the roads. Miss Kirkwood has, during the past season, ridden over 2100 miles.

NEW JERSEY NOTES.

"NITRAM."

THE Atalanta Wheelmen still continue to hold first place in the Wheelmen's Bowling League. The last game was played on the evening of December 23, between the Brooklyn and New York Bicycle Clubs, the Brooklyns coming out victorious by 54 pins. The next game will be played on Friday evening, January 3d, between the Atalantas and the Hudson Countys, on the Court House alleys in Jersey City. The scores to date are as follows: Atalanta Wheelmen, won, 2; lost, 0; to play 8. Brooklyn Bicycle Club, won, 2; lost, 1; to play, 7. Citizens' Bicycle Club, won, 0; lost, 3; to play, 7. Hudson County Wheelmen, won, 1; lost, 1; to play, 8. Kings County Wheelmen, won, 2; lost, 1; to play, 7. New York Bicycle Club, won, 1; lost, 2; to play, 7.

THE annual meeting for the election of officers of the Elizabeth Wheelmen, will be held on Tuesday evening, January 7th. It is expected that the present officers will be re-elected.

THE gymnasium now in course of erection, by the Plainfield Bicycle Club, has started quite a boom in the shape of applicants for membership. Already over 25 applications have been received by the Membership Committee, and they will be voted on at the regular monthly meeting, to be held on Monday evening, January 13th. It was thought that the building could be erected at a cost of about $2000, but after the plans had been drawn it was found that the cost would be $2800.

PENNSYLVANIA.

"ARIEL."

VAN SICKLEN has accepted Merrihew's challenge for a race between the Chicago team and one from the Wilmington Wheel Club, for any time and place, preferably for twenty-five miles. The Wilmington men will probably insist on naming the distance they would prefer, which should not be less than fifty miles. A neutral course will be selected and—what a race it's going to be! I don't know of any contest that will attract more interest unless perhaps a match can be arranged for a track race between all Chicago and the East, to come off at the League meet.

THE troubled political pot has not seemed to boil quite so lively during the past week. It has been noticed that Pennsylvania is put down as "solid for Luscomb," but the announcement is rather premature. Pennsylvania has committed herself for no one. Personally, while I know very little of either Messrs. Dunn or Luscomb, I, in common with a good many more who have the true interests of the League of American Wheelmen at heart, should be glad to see a compromise candidate selected.

ATHLETICS are the order of the day at the clubs just now, and the embryo Sullivans and Muldoons slug and wrestle each other every night, getting their hands in. Last Friday night the South End Wheelmen had an exhibition of the prowess of the various members, which was thoroughly enjoyed by the club and their guests.

NEW YEAR'S DAY will be celebrated by two of our clubs. The Century, in accordance with their usual custom, will have open house, from two to six in the afternoon, and the new club, the Oxford Wheelmen, will have a reception in the evening.

A GERMAN was given by the Philadelphia Bicycle Club, last week, which was one of the most select of the season's dances. All the members and their invited guests were in evening dress, and the occasion was a notable one, even in the annals of the Philadelphia Club—which is, *par excellence, the* social club of this city.

THE limit of feminine membership in the Philadelphia Club has been raised from thirty to fifty, which will accomodate quite a number of applicants who have hitherto been prevented from joining by the limit.

COUPON clipping is always an enjoyable occupation; hence the news that the Pennsylvania and Century Clubs are this week paying the interest on their bonds will be pleasing information to the holders of said bonds.

FOLLOWING the example of the South End Wheelmen, the Centurions propose organizing a club orchestra to enliven (?) the evenings of those members who pass the leisure time at the club house. Many strings to their bows, and much wind to their lungs!

WHY, oh why, did "Perseus" forget to use his pseudonym in signing that article in a late *Sporting Life?*

NEWS AND COMMENT.

THE Maryland Bicycle Club, of Baltimore, send the editors of this paper an invitation to be present at the reception to be given by the club on New Year's Day. One of the editors of this paper was once the recipient of hospitalities at the hands of the Maryland Club, and with the pleasant memory thereof fresh in his mind he is more than sorry he cannot help the Marylanders celebrate the New Year. We wish them a continuance of their past prosperity.

WE wish all a Happy New Year.

SUCCESS to the League in its efforts toward better roads.

SUCCESS to the trade; may its business quadruple during the year 1890.

SUCCESS to the riders; may the year 1890 pass without one of them taking a header.

SUCCESS to the winning ticket; may the history of the coming executive powers be one that will cover it "as with a mantle of glory," when it renders an account of its stewardship next year.

SUCCESS to all our brothers of the cycling press; may we all work together in harmony for the general good of cycling and better roads.

SUCCESS to *everybody*, and hurrah! for the good New Year of 1890; may it bring us all prosperity and happiness.

THE Rhode Island Wheelmen of Providence will probably cooperate with Van Wagoner and the Newport wheelmen, and run a 100 mile handicap road race there in the spring.

TWO young Australian cyclists, George W. Burston and H. R. Stokes of Melbourne, have just completed a twelve months' journey on their machines. Their route was through a portion of Australia, thence to Java, where they rode 250 miles. Taking steamer to Singapore they rode to Penang. Again sailing to British Burmah, then went overland to Calcutta; thence to Bombay via Delhi, a trip of 2000 miles. From India they shipped to Egypt and did Palestine. Entering Europe at Sicily they rode across Europe, and came out at Rotterdam. In England and Scotland they added the distance of 1500 miles. The whole journey was done on ordinary bicycles, and, marvellous to relate, they did not have a single fall. Their whole luggage was a spare shirt and waterproofs.—*Sun.*

WE always look with pleasure for the calendar issued by the Smith & Anthony Stove Works of Boston, the well-known manufacturers of the Hub ranges. It comes to us at last. It is a reproduction in delicate colors, of the late Miss Humphrey's water color drawing, entitled the "First Step," and is one of the most charming of this artist's pictures of child life. The design is on heavy cardboard, 10 1-2x8 inches. It can be had by sending 15 cents in stamps or currency to the above address. Our readers will be fortunate if they secure a copy.

GOOD roads promote the advancement of country and town, and country and town should unite to have them.

THE rooms of the Connecticut Bi. Club of Hartford have undergone renovation and redecoration. The dado is of lincrusta walton, tinted an old ivory shade, and the walls and ceiling harmonize with the general plan of color. The club is in a most prosperous condition. The membership is limited to 125, and applications are now on file for vacancies when they shall occur. There are also about twenty-five non-resident members.

THE man who has not had *la Grippe* these days is a *rara avis.*

THE New York Bicycle Club, under Captain Nesbitt, took a New Year's run on that day. Some twenty members started from the club house at noon, and rode out to King's Bridge.

PRESIDENT CHARLES H. LUSCOMB, in company with Messrs. Perkins, Cossum and Butler will represent the L. A. W. at the meeting of the Pennsylvania State Board of Agriculture, to be held at Harrisburg, January 22, 23, to discuss the question of Roads Improvements. The invitation which was sent to Mr. K. Brown we printed December 20th.

"ELNOD," our Providence, R. I., scribe, thus speaks of a very well-known wheelman. He says: "We in Providence occasionally hear from our old friend, Clarence E. Monroe, who is at present living in San Francisco, having been away from here for nearly six months. He still continues his membership in the R. I. W. No doubt 'Mon' (as he was known among his familiars here) has made many friends in his new home, as he was a fine fellow and a rider from the word go."

WE are in receipt of a most splendid photograph of Chicago's most celebrated racing men, and the group comprises Geo. A. and W. C. Thorne, Kurtz, Dole, Skeer, Fanning, Tuttle, Van Sicklen, Lumsden, Winship and Barrett. We have to thank Mr. R. D. Garden for this donation to our portrait gallery. While on the subject of Chicago racing men, we would like to acknowledge the receipt, from some "unknown" in Chicago, of a beautiful little New Year's card, representing three jolly green frogs coasting, arms folded, on beautiful golden bicycles. There is a hidden (?) sarcasm in the picture and the names which appear under the froggies. The announcement appears that these are "Chicago racing men," and under frog No. 1 appears the name of A. C. Banker, under the frog No. 2 W. D. Banker and frog No. 3 W. S. Campbell. All the frogs are exceedingly protruberant as to eyes, intensely ample as to mouth, and excessively rotund as to stomach. We would like to know the donor of these portraits.

"NOSTAW," of Bridgeport, Conn., writes us: "An exciting game of polo took place at the rink Monday evening, the 23d, between the Rambling Wheelmen polo team, of Bridgeport, Conn., and the team from the New Haven, Conn., Bicycle Club. After forty minutes' exciting playing time, the game resulted in a victory for the Ramblers, by a score of 4 to 3. A large crowd was in attendance, and the noise and racket which emanated from tin horns, crickets, etc., in the hands of the spectators was almost deafening. It was a great game, however, and the Ramblers feel quite jubilant over their victory. At a meeting held in New Haven Thursday, the 26th, the Connecticut Wheelmen's Polo League was duly organized. In addition to representatives from Meriden and New Haven, Bridgeport was doubly represented, there being in attendance at the meeting representatives from both clubs in this city. The action of the League in admitting two teams from one city is, I think, an unwise move, as one team in a place is about all the public can attend to. However, the feasibility of this action will undoubtedly be determined in the near future."

A SIX days' bicycle roller-skating race took place last week, at Kernan's Monumental Skating Rink, at Baltimore, Md. The contest was between Champion McDowell, the roller skater, and Hattie Lewis and Frankie Nelson, bicycle riders. They were evenly matched, and in consequence the race was closely contested. The final score was: McDowell, 228 miles; Frankie Nelson, 227 miles, 19 laps; Hattie Lewis, 209 miles, 14 laps. The conditions of the race were four hours daily, 200 miles required for a place, 50 per cent. of the gross receipts and a purse of $200 to the winner. The race was under the management of Manager D. G. Goff, who represented the interests of Sporting Editor O'Brien of the New York *Police Gazette.*

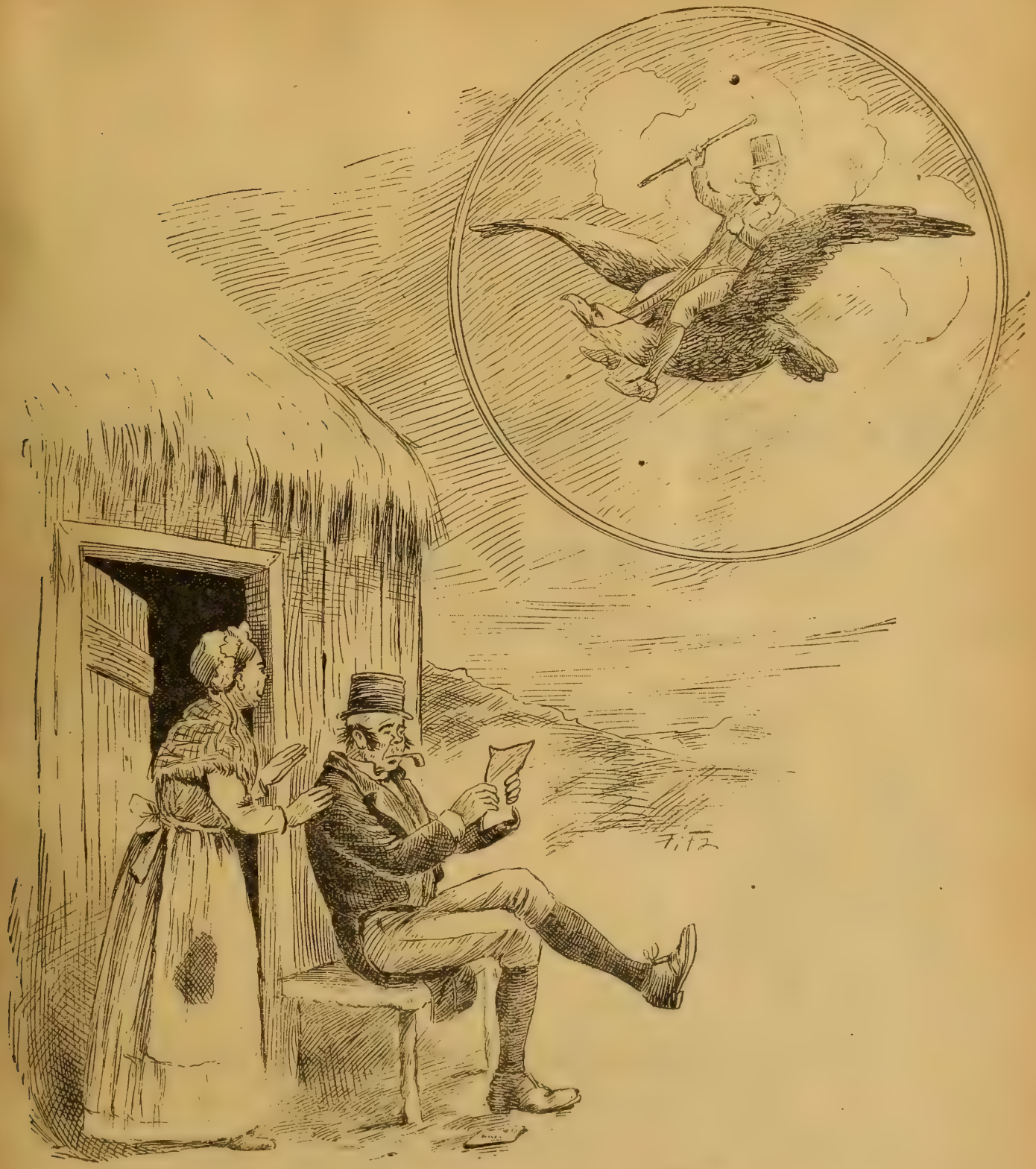
"EVERYWHERE there is a demand for better roads. This cry for road improvement is not confined to any one State, but extends to nearly every State in the Union. When the whole people take hold of a matter like this, something is sure to be done, and it will not be done too soon."—*Exchange.*

WE are told that even though "Rhode Island's Chief Consul is in Chicago, the soul of the Chairman of the National Racing Board is still marching on, as demonstrated by the weekly suspension of a 'suspect' racing man or two."

IT is claimed that fully two-thirds of the wheels now ridden in Portland, Me., are of the safety type. The prophecy of the WORLD of some four years ago is certainly being verified.

THERE are some muddy roads about Sycamore, Ill., just now, but none so bad as to necessitate such precautions as a Rockford man took. He rode his bicycle about the streets with an enormous life preserver strapped on to his handle-bar.

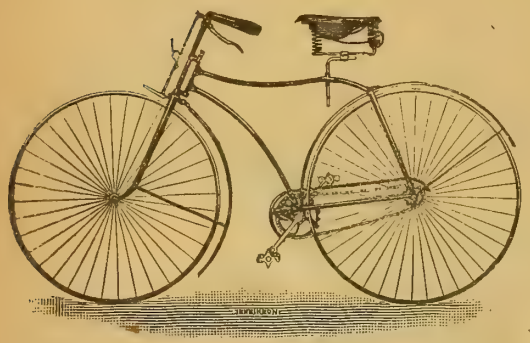
A WELL-KNOWN Irish rider writes us as follows: "I notice in the BICYCLING WORLD that you do not think highly of the pneumatic tire. * * * The tire is really a most marvellous invention; it annihilates vibration; it enables a very much lighter machine to be ridden. * * * These are not mere assertions, but facts which have been proved." * * *



PAT.—"Jist listen to this, Mary Ann. Here's a letther frum Tim in Ameriky, and he says he's workin' fer a Boysikle Mon, an ridin' an Agle."

MARY ANN.—"Phat strong birds thare bees in Ameriky. Sure Tim is a sthout by."

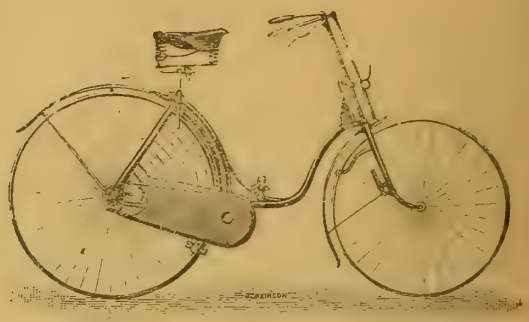
THE - VERDICT - OF - 1889



SWIFT SAFETY.

IS

THAT

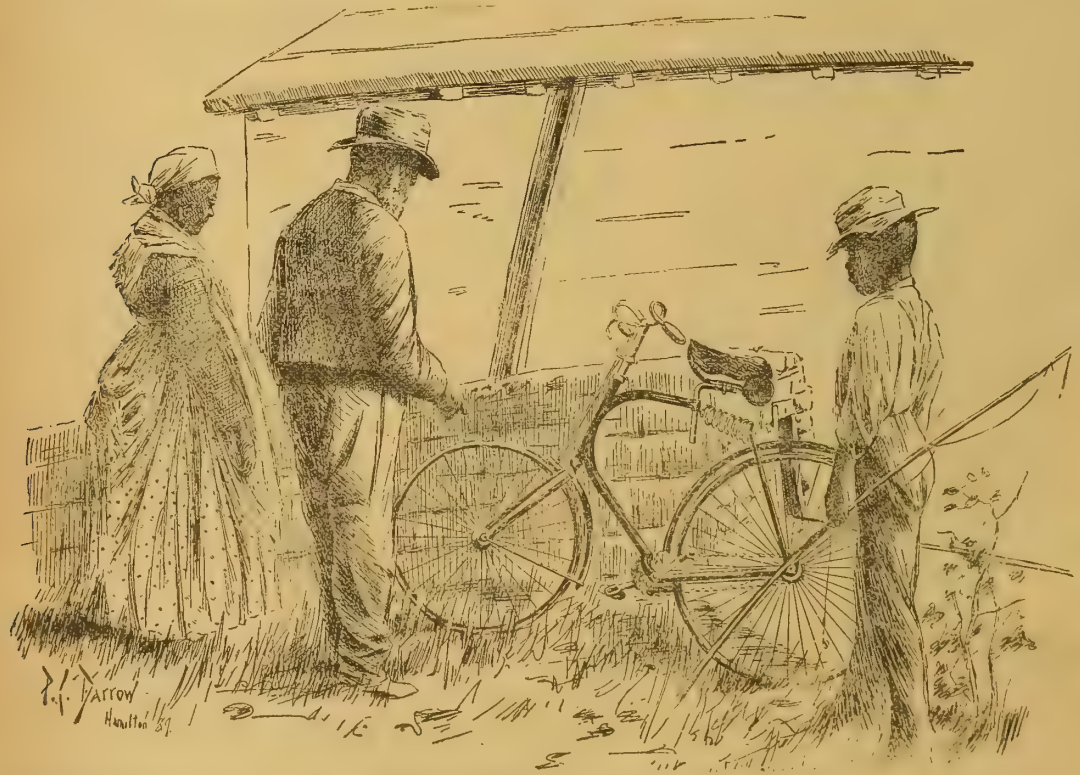


LADY'S SWIFT SAFETY.

THEY ARE CORRECTLY NAMED.

THE COVENTRY MACHINISTS' CO., Limited,

BOSTON.



It is certainly not to be wondered at that "Uncle Zeke" should moralize on the improvements of the century when looking at the first and only machine on the market having a Spring Frame!

CORMULLY & JEFFERY MFG. CO., - - Chicago.

Don't forget to call at our new store at 178 Columbus Avenue, BOSTON, where we also handle the celebrated MERRITT TYPEWRITER as Sole New England Agents.

HALLETTSVILLE (Texas) *New Era:* "If you know anything about a good road, let us have it. If you would rather travel on a good road than stick in a mud hole, think up a feasible plan to get out of it."

THE Bristol (R. I.) Bicycle Club is making preparations to hold a bazaar in their beautiful rooms in Mount Hope Block, Bristol, R. I., on the evenings of January 28, 29 and 30. They intend to have an abundance of vocal and instrumental music, and the rooms will be beautifully decorated.

A WHEELMAN of Providence, R. I., has in his possession a "Columbian Calendar or Almanac for the year of our Lord 1806." There is a page devoted to road distances between various points in the State, and thence to Boston, Portsmouth, Casco Bay, Bennington, Hartford, New Haven, Albany and Philadelphia and intervening towns. It is described as quite a Road Book.

IN Australia they are evidently wakening up to the fact that the pure amateur is not *always* the immaculate sport loving being that we all once trustingly thought him; witness the following from an antipodean exchange: "When intercolonial racing was in its infancy, and racing was popular because the public believed in the *bona fides* of racing men, there were large 'gates' and profits, which enabled the race-promoting clubs to dispense lavish hospitality. In the light of latter day experience it is unfortunate that this hospitality was shown, as it appears to have come to this that a large section of racing men appear to want their expenses paid, have their entry fees paid for them, and consider 'racing' a very secondary matter to the 'hospitality' extended to them. This has been felt very severely in Sydney for some time, and it appears that even the Adelaide people have found it out. The sooner this matter is brought to a crisis the better. Amateur race-promoting clubs will, no doubt, soon arrive at the conclusion that the most profitable and enjoyable race meetings will be those unpretentious ones which cannot be called 'intercolonial,' and at which first-class scratch races will be 'barred.'"

DURING the next two months we may expect to record the birth of two new papers, devoted to the sport of cycling and roads improvement. One will first see the light of day at Hartford, Conn., about February 1st, and Mr. Joseph Goodman will be the progenitor. We hear that Mr. Goodman's venture will be called the *Cyclist* and will be published monthly. The other paper will owe its being to Messrs. Van Sicklen and Barrett, of Chicago, and will be christened *Bearings*.

"IT is unreasonable to suppose that an inveterate bicyclist can injure his spine by constant riding," said Dr. William Hunt, a well-known Philadelphia physician, a few days ago. "In many years' experience I have never heard of any such case, and I suspect the man who would accuse the bicycle of enmity to the well-being of the spinal cord is one who tried to master the intricacies of the nickel-ribbed steed in vain. I have been called upon to bind up the wounds of more than one victim of a header, but it has always been a fractured limb or a broken head that needed treatment, not a misplaced or injured spine."

THE general idea prevailing seems to be to get up good roads without the expenditure of money. That thing "can't be did, you know," and if people are really in earnest in their desire for good roads, they must go down in their pockets after the needful.

THE Long Island Wheelmen must go on record as the champion medal-distributing club of the country. This club recently distributed thirty-four medals to members of the club for mileage made during the year.

THE Wilmington (Del.) Wheel Club has bought the three-story dwelling at No. 907 Shipley street, Wilmington, and it will be converted into a club house. The price paid was $5500.

IT seems a long time since we heard of "Quilla" Rich on the racing path, so when we hear that this old-timer is quietly preparing for the path next season, we look forward to some fun. Rich is ambitious, and is after the scalps of such men as Lumsden, Myers and Windle.

A NEW club has been formed at East Orange, N. J., and is known as the Juanita. The membership will be made up of the younger cyclists of the Oranges, all riders over fifteen years of age being eligible to membership. The Juanitas have cosy club rooms at the corner of Park avenue and Washington street, East Orange, at which place visiting riders will be welcome.

A CORRESPONDENT from Chambersburg, Pa., writes us: "I wish to tell the cycling public in general how the Chambersburg (Pa.) Wheel Club is progressing. It was organized two years ago, and last January they furnished a room for meeting and social purposes. But the room proved to be too small, and the first day of January will see them in new and much larger apartments. This new room will be entirely refurnished with new carpet, curtains, decorations, etc., and last, but not least, an excellent billiard table. The club is composed of strictly first-class cyclers, all energetic workers, and nearly all members of the L. A. W. By next season the club expects to be a League club. Any tourists coming this way will always be made welcome."

OUR Syracuse (N. Y.) correspondent "Salina" wishes a correction made in the description of the grand stand for the new Kirkwood Driving Park in that city. It will seat *15,000* people, instead of *1500*, as appeared in the WORLD. Work on the new park is progressing rapidly, despite the unfavorable weather.

WE have several requests for information as to who the proper party is to apply to in the matter of the Pennsylvania and New Jersey Road Book. All communications should be addressed to H. J. Crowther, 1022 Market street, Philadelphia, Pa.

THE Knickerbocker Cycling Club, of Syracuse, N. Y., has a team of three men in training this winter for track racing. The team consists of E. L. Lancaster, James P. Becker and Burt Becker. The Syracuse Cycling Club will have to look out for its laurels next season

THE Century Wheelmen, of Philadelphia, Pa., as usual held open house January 1st. We acknowledge with thanks the receipt of cards.

OUR Grand Rapids correspondent "Serom" writes us: Lady riders will be on the increase here next season, judging from the marriages taking place. Soon after Thanksgiving news reached us that Perry Whiting, who started for Denver, Col., had stopped over at Kansas City and married an old Grand Rapids flame. Before this note is in print another will have been added to the list of benedicts. Mr. W. B. Garvis, a prominent member of the local club, will have taken unto himself a charming bride. Several others of our fellows have been seen lately at different jeweller's looking at rings.

MR. DOUBLEDAY, of the Cortland County, N. Y., Cycling Club, was in Syracuse on Christmas Day. He said the Cortland boys have a promising race team for next season, which is willing to challenge any Syracuse team for a track or road race any distance, for a valuable prize. They are especially anxious to meet Captain Lancaster, who captured two first prizes at their last tournament.

THE committee of the Syracuse (N. Y.) Cycling Club appointed at the last business meeting, to reconnoiter for a club house, has been actively at work, and several desirable locations have been selected. The club has taken hold of the idea with vim, and a site is likely to be chosen.

REPORTS from all over the country report the most unusual weather; more like May than December. Very nice, but very conducive to a good case of *La Grippe*.

MR. GUY WHITE, of Grand Rapids, Mich., has left that city and we understand he intends locating at Portland, Oregon, after January 15th. Oregon wheelmen will find Mr. White a jolly good fellow.

NEAT little cards have been issued by Secretary-Treasurer Conover, of Michigan, announcing the birth of a son December 23. The name of the young stranger will be Charles Junius. We extend congratulations.

A STATE Wheelman's Polo League has been formed in Connecticut. The places represented so far are New Haven, Bridgeport and Meriden. Hartford will be represented later.

WHO is "Browne, the noted English bicyclist," who it is claimed started to tour round the world *a la* Stevens, but in consequence of being robbed at Gallup, Ari., and having smashed his machine, crys "enough" on arriving at Denver, Col.?

THE La Plata County, Col., Improvement Co. filed articles of incorporation lately. The object of the new corporation is to expend a large sum of money in *building and improving the wagon roads* of La Plata and San Juan Counties; also to construct a wagon road from Rockwood to Rico. The capital stock of the company is $500,000.

MESSRS. WHITTEN, GODDING & Co., of Providence, speak in the highest terms of the WORLD as an advertising medium. See their announcement in the trade notes.

THE Hartford Wheel Club gave a "smoker" last Saturday evening. Music, together with sparring and wrestling matches, made up a highly enjoyable entertainment. The skill displayed in the wrestling between Messrs. Ellwood and Buckley deserves much praise.

WE regret very much that want of space prevents us from printing the account of the famous Christmas tree of the Rhode Island Wheelmen of Providence. The appropriate presents that were given to each were provocative of the greatest amusement. There was one omission and that was Chairman Davol did not get a present of a pure amateur or a framed portrait of himself as it appeared in

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

the *Wheel*. A little attention like that would have pleased "good old Charley," and it would have been so easy to get.

THE Knickerbocker Wheelmen, of Syracuse, N. Y., send out a most tasty New Year's card, and greeting and invitation for non-attached gentlemen to become fellow-members.

THE Dorchester, Mass., Bicycle Club will hold a ball at Wood's Hall, Neponset, Mass, on the evening of the 17th January. Richardson's Orchestra will furnish the music. We acknowledge receipt of the "complimentary" with thanks.

THE grand entertainment and hop, held at Grand Army Hall, Washington, D. C., by the Columbia Cycle Club, December 18th, is reported as being a grand success. A special club song was composed for the occasion, and rendered. Two of the stanzas run thus:

We're organized for pleasure
And we'll have you all to know,
We make ourselves agreeable,
No matter where we go.
We're honored and respected
Wherever we may be,
As the famed Columbia Cycle Club,
Of Washington, D. C.

* * * * *

Our club is young and growing,
On our members we rely,
All honest sons of gentlemen
(No others need apply).
Our motto is excelsior,
And honesty's our guide,
In the famed Columbia Cycle Club,
We take the greatest pride.

CORRESPONDENCE.

[The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]

TO "HAWKSHAW" AND "NOSTAW."

Editor Bicycling World: We trust that "Hawkshaw" will believe me to speak in all respect, when we say that very probably the New York gentlemen never before had heard of Danielsonville. He may judge, then, that we were not a little "sot up" to note that, "one whose writings we have always admired" should have considered *our* reply to "Nostaw" as "neatly." (This along here is a bid for continued reciprocity, dear "Hawkshaw"). We feel that it is "nice to see ones name in print" even though, as we read along, we find that he of Gotham does not agree with us in our very narrow view of the question. Furthermore, we are elated because "Hawkshaw" expresses *his* opinion in a real kind, gentlemanly manner, so that we feel another golden link has been forged in the chain of a certain mysterious friendship which binds us to all the WORLD's correspondents. Thank you!

But this was not the end "Nostaw's" reply greets the view. Now the gentleman from the heart of all cycling activity and erudition, refers to D—— in terms which lead us to believe that *he* does know where we are granging. As to the rant about our residence, we have only to say that it is away out here in the brush that such men as Winslow T. Williams, L. A. W. No. 5 have kept alive an enthusiasm for wheeling for nine years in a region, the roads of which are so bad that six miles an hour is good riding. We are used to being sat on; but it might be well to remember that should any future letters of ours assume such torrid verbiage as has characterized some communications to the WORLD, the Editor will very likely sand-bag us both with that little foot-note of his, at least, so we hope.

In the first place we were not responsible for the heading to our letter. "No Need of Sign-Boards in Connecticut" emanated from the WORLD's sanctum, did it not, Mr. Editor? [It did.—ED.] We did not have in mind, nor did we say that road signs were not needed in Connecticut. We wished to convey that this was *one* way of looking at it, and this was the Editor's reading. The Bridgeport gentleman will read that we expressed a *personal* opinion; that we argued our point with reference only to our own narrow-minded views, just as if there were no wheelmen in the world other than "Nostaw" and myself. Further than airing this hobby and advertising the Connecticut Road Book we did not speak. "Hawkshaw" understood us.

"Nostaw" seems to be keyed up pretty high about the condition of these road signs, and from some things which he lets fall in his letter, we do not wonder at it.

If we were to leave the "Rome of cycling" activity en route to New York we should take our road book along and make short cuts. "Nostaw" has by hook and crook worked out a route from New Haven to New York, which is about *one hundred and thirty* miles. Anyone can see that the road book route is some *forty* miles shorter than this. We do not wonder that "life is altogether too short for this method," or "that this defect in our road-sign system is the *one greatest bane* of our lives." Away here in the corn husks we are going to do what we can to abate the nuisance; but we don't intend to lose our shirt nor "turn the State upside down," as another member away up in the hills, at Sharon, says. And as we have before remarked, we shall have more to say; not in "'tis" and "tain't," however.

ARTHUR ALLEN DEAN.

Danielsonville, Conn.

MR. ROUSE ON THE ENTRANCE FEE QUESTION.

Editor Bicycling World: It seems to me B. Taylor Bruce takes a wrong position in asking the Racing Board to pass a rule at its next meeting, directing the return of entrance fees to men who start. It seems to me this is a matter in which the Racing Board should not interfere. It seems to be no more the province of the Racing Board to determine whether entrance fees shall be returned or not, than to fix the amount of entrance fees themselves, or, for that matter, the charge which shall be made at the gate or amphitheatre. The amount of the entrance fee, and the question as to whether they shall be returned to competitors who start or not, is a matter, it seems to me, that should be determined by the promotors of each tournament for themselves. Conditions vary, and while it may be possible to return entrance fees in some cases, without financial loss to the club holding the tournament, the reverse is usually the case. But few tournaments pay expenses. The risk of loss in giving them is very great, and inasmuch as the racing man who wins a prize is the one most directly and personally benefitted by the tournament, it is no more than fair that he pay a small fee for the privilege of competing—especially as it is a well-established custom.

Mr. Bruce seems to assume that tournament managers are as a rule paid a large salary for their work, and while this might properly have been the case with Mr. Ducker, the Buffalo races having been given by a Fair Association and not by a bicycle club, it is unquestionably not generally the case, and it will be found that managers not only give their time, labor and influence gratis, but not infrequently go deep into their pockets for prizes, while they invariably have to stand a heavy proportion of any loss that may result.

It will not be disputed that managers go into tournaments quite as much for the good of the cause as racing men, while personally they receive no prizes or other compensation for their time, whereas a successful racing man does.

The interest of racing men and managers should be, and in most cases are, identical. A successful race meet cannot be given without the presence of first class racing men, and neither can a first class meet be given without first class management; furthermore the success of the meet depends to a very great extent on the character, value and desirability of the prizes offered, and as the prizes almost invariably depend not only upon the ability of the management but very largely upon the resources at their command, racing men should not object to any legitimate means of increasing the receipts of a tournament, which receipts the management anticipates in offering prizes. The small entrance fee usually charged in amateur races is a very small tax on each competitor, while in the aggregate it is no small assistance to the promoters of a tournament. Managers can afford to and do offer very much better prizes when they charge an entrance fee that is not to be returned, than when the fee is to be returned. Take our last fall's Peoria tournament for instance. In one of our races we had forty-five entries, which at fifty cents each netted us $22.50. It will readily be seen that anticipating the receipt of this sum we could afford to give a much better prize than we could had we returned the greater part or all of this amount. True the amount is small as compared with the prizes which for this race were worth probably $200, but I can still say that the entrance fees in the aggregate were by no means regarded as insignificant in figuring our probable receipts and expenditure. The entrance fee was a reasonably certain quantity, while the gate receipts were not.

In this connection, illustrating the great risk assumed by tournament promoters, even when entrance fees are not returned, I will say that on the evening before the first day of our tournament, we were still so uncertain of success, notwithstanding the fact that we had at that time the greatest field of starters that had ever entered at an American amateur tournament, that we issued a circular letter which was delivered to every member of the club the following morning, urging the strongest endeavors to sell tickets, as the prospect at that time was that if a large additional number of tickets were not sold each member would have to stand an assessment of $10 to make up the loss on the tournament. This circular and the prospect of this loss had a great effect upon our members, all of whom made efforts to sell tickets and interest people in the tournament, which would not otherwise have been done. Our tournament was a success, and we did not lose money, but we confidently expected to lose when we got it up, and up to the very moment that the first race was called would have esteemed ourselves fortunate if we could have been guaranteed against loss. This being the case it will readily be seen that tournament managers and clubs promoting tournaments will not feel inclined to give tournaments when the risk of loss is materially increased, as would be the case should the rule be established by the Racing Board that entrance fees be returned. First-class tournaments are not so plenty in this country that the Racing Board can afford to handicap race meet promoters. This being the case I certainly hope that no such action as that suggested by Mr. Bruce will be taken.

Very truly, H. G. Rouse.

"NOSTAW" AGAIN.

Again I hear those murmurings from above. Is No. 23,257 another member of the Road Improvement Committee that my remarks should thus fluster him? However, No. 23,257 does us a great injustice when he attacks me in such an unkind manner. Bridgeport has no Selectmen; that is, she has no active officials of that name. The Common Council, Board of Public Works and Street Commissioners are the custodians of our public thoroughfares. We could not give to Mr. Dean that which we have not got. Riding is forbidden on our public racing course only a few hours in the day, as is likely to occur in any well regulated community. Give the horses and carriages a chance once in a while. It is one thing to propose an ordinance, but quite another thing to have it adopted. Just the result in this case No. 23,257 mentions. Our L. A. W. hotel does not give the discount in money, perhaps, that some hotels do, neither does it give a discount in edibles that a certain L. A. W. hotel did at which I stopped at up North the 2d and 3d of last September. Never question the decisions of a court of law. They are always supposed to be equitable and just, whether for or against us, and if a case has been fairly tried and decided it is not right for newspapers or anybody else to try them over again. Is Bridgeport wide awake? Well, I guess so. Nevertheless don't forget those road signs. Nostaw.

ARGUS, JR., OF BALTIMORE, OBJECTS TO THE NATIONAL EXECUTIVES' SCHEME OF LEGISLATION.

The first move of the National Committee in the matter of securing road legislation of some sort in this and other States has been made here. Messrs. Butler, Share and Beal have sent to Chief Consul Mott. to be forwarded to Gov. Jackson, a communication, calling the attention of the latter to the importance of improving the highways of the State, and asking that he bring the matter before the coming Legislature. [We print the memorial in another column.—Ed.] I would not for a moment discourage any effort having for its object the securing of better highways, but I cannot but feel that the plan of the present Executive, so far as we know it, is ill-advised so far as this State is concerned. Our county Divisions are peculiar, and perhaps strange to every member of the National Committee. The end sought will be difficult to attain under any circumstances, because, while heartily desiring better roads, the county people are jealous of the expenditure of their road tax and are not minded to submit to immediate and radical changes. Our local committee on Rights and Privileges who were charged with the task of preparing a bill for submission to the Legislature, as desired by President Luscomb, are unanimous in the opinion that a bill which would be applicable to the whole State would be difficult to frame and impossible to pass at this time. I would most respectfully submit that the matter had much better be left in the hands of the local Highway Committee, who are looking into it very carefully, and from the very fact that they are on the ground are better able to manage the case.

In vouchsafing to W. T. Eastwood of this city another grain of explanation on this subject, Dr. Kempton emits a small ray of truth where he remarks that "premature attempts to secure legislation are apt to act like a boomerang." In my opinion only the local committee can judge when and how action should be taken. As the case stands now we, of the Maryland Division have not yet attempted to secure legislation which will affect the counties, knowing that they are not yet ready for it. We have dabbled in city politics, however, and with excellent effect, for we have not only been the means of seating many of the lately elected city councilmen, but have so placed ourselves before that body that they are ready to listen favorably to anything reasonable we may have to say. No better evidence of this is needed than the fact already noted in the World, that we were given an appropriation the same day it was asked, during the recent very brief preliminary session of the council. Dr. Kempton's communications lead me to suspect that an attempt was made to "drive" the people of Ohio, and that the failure, thereof, has made anything but the slow educational process impossible there. I assure him no such attempt is contemplated here, but we feel sure that a little politics and a little education will go hand in hand decidedly well. What I fear is that the interference of the National Committee, however well meant, will prove the boomerang. Our agitation is bearing fruit, and the county people, particularly those in the immediate neighborhood of this city, are holding frequent mass meetings for the discussion of the subject. Argus, Jr.

Baltimore, Md.

THE HUDSON COUNTY WHEELMEN'S FAIR.

The huge fair, which was recently held by the Hudson County Wheelmen (Ki Yippy!! Ki Yippy!!!) was in every way a thorough success; nearly all the men turned out and took a hand in the work, being ably assisted by about forty-five young ladies, friends of the members, at the booths. Some of the ladies were present at every session, and the members feel very grateful to them. No doubt we will soon hear that they have arranged an entertainment to be held in honor of the ladies who were so untiring in their efforts to bring about the grand result which followed. The voting for the most popular wheeling club resulted in a victory for the Harlem Wheelmen, they carrying off the handsome chair which was offered as the prize; the highest scores were: Harlem Wheelmen, 438; Brooklyn Bicycle Club, 419; Elizabeth Wheelmen, 228. The scores made on the "Bicyola" were not very high; the winners were: Dr. Johnson, 4600; prize, Columbia Safety Bicycle; N. V. H. Post, 4200—prize, bicycle uniform; Oscar Gubelman, 3500—prize, fancy clover leaf table.

The phonograph afforded considerable pleasure, and netted very good results, as did the shooting gallery, in which Messrs. E. P. Baggot and J. H. Green made the highest scores, which were 20 and 19 respectively.

Although it cannot be ascertained at present the exact sum netted by the club, it will in all probability be about $1000. Representations from the various surrounding wheeling clubs were present at every evening session. Nitram.

A RECORD FOR LOUISIANA.

The membership of the Louisiana Division, L. A. W., was in 1886, 68; in 1887, 72; in 1888, the membership fell off to 57; and in 1889, new life and activity was the cry, and at this date they number 100 members, with four months yet to hear from, and several applications in hand.

Of the 57 members in the Division in 1888 54 of them renewed in 1889, or a renewal percentage of 95 per cent., and the increase to date over 1888 is now 76 per cent., and will soon reach 100 per cent., with the new applications in hand and to be received in the next four months.

Has any Division equalled our 95 per cent. of renewals and 76 per cent. increase in membership for 1889?

We are certain that this is record.

The New Orleans Bicycle Club and the Louisiana Cycling Club are also on a boom, the former with some 62 members and the latter with 75.

While our Northern brothers are using vaseline, and practicing on the "home trainer," we of New Orleans are riding daily, and only last Sunday held a road race on a road covered with dust, and the thermometer about 80 degrees, and two weeks ago, in a 50-mile road race, one of the riders fainted from the heat.

Here we ride 365 days in the year, rain alone preventing our riders from taking an outing.

We are proud of our record in the League, and propose to wear the blue ribbon, until some other State equals our record.

An election for Vice Consul and Representatve will be held on January 4th, 1890. "Marnola."

ENGLAND AND THE CONTINENT AWHEEL.

(BY GEO. D. MITCHELL.)

"—— —— ——," these were the words I felt like saying, as we were kept lanquishing six tantalizing hours on board the "City of Paris," within a stone's throw of the Liverpool landing stage, waiting for the procrastinating ship's people to get our baggage off. It was a beautiful afternoon, and our quartette was longing to get ashore, after wrestling with Neptune for even the comparatively short time it took our ocean record-breaker to cross. I had never crossed in the second cabin before, but we were desirous of making our trip as economical as possible, consistent with reasonable comfort, and we decided to try it. Second cabin is tolerable, notwithstanding some incidental vexations however; among the passengers there exists less of that senseless reserve which is characteristic of the saloon, and the voyage is thereby rendered more endurable. It is somewhat like travelling third class on European railroads; to an observing and not over-fastidious traveller it is much more interesting than first class.

It was our purpose to proceed at once to Coventry, the centre of the cycling trade of the world, and there select our wheels. The number of different styles of wheels is of course legionary; indeed there were over one hundred independent factories represented at the recent Stanley Show, and there are fifteen makers in Coventry alone.

It is unnecessary to say that the safety pattern has almost exclusive possession of the market, the ordinary type having fallen into practical disuse so far as new machines are concerned. We owe to Coventry, and to James Starley, the pioneer in the industry, to whom the city has erected a grateful monument, the introduction and subsequent development of that great institution, the cycle. Twenty-one years ago the first bicycle at all approximating the present form was constructed, and a year or two thereafter the idea of the suspended wheel and rubber tire, which has alone made the bicycle practical, was adopted.

The five or six largest manufacturers in Coventry employ from two hundred to seven hundred hands each, the total number engaged in the industry being about 3500; one factory alone, that of the Coventry Machinists' Company will turn out probably 7000 machines of all kinds this year, while the aggregate product of the town will doubtless reach 45,000. Singer & Co. have made forty bicycles for the Royal Army and they have been found to be practical substitutes for horses in the cavalry service; while one of the brass bands of Coventry has been supplied with a tandem for "fifteen riders and a bass drum," as the makers proudly expressed it.

Indeed, cycling has developed into a sober, practical matter of business, though too many in America especially still look upon it only as a pastime. Tradesmen, milkmen and others are using tricycles very generally for delivering their wares. The other day at Stratford-on-Avon I happened to fall in with Mr. A. A. Adee, the Second Assistant Secretary of State, who evidently does not consider a bicycle jaunt inconsistent with the dignity of his official position. At Oxford I met a young fellow who had come all the way from Birmingham or "Brum," as they have it in the vernacular, seventy miles, before 10.30 in the morning. Indeed, the twilights here in this more northern latitude are so much longer than ours that cyclists are able to avoid the heat of the day and do all their riding in the early morning and at evening; in fact, during these longest days of the year it is possible to read at ten o'clock at night by the light yet remaining.

Of course wheels are cheaper here than in America; as a matter of fact the judicious buyer can get them for about half, although the extra strong and really first-class machines that are designed especially for the American market are usually listed at about twenty pounds. We spent a week in Coventry to allow time for slight changes in our wheels, have our Cycling Tourist Club outfits made and perfect our whole equipment preparatory to starting awheel for London, as our first objective point, and the time was profitably spent in visiting the various factories, which are particularly interesting to cyclists.

I will leave the ride to London, leading through the most beautiful and historic part of old England, for the subject of my next letter.

(*To be continued.*)

THE PENNSYLVANIA-MARYLAND-NEW JERSEY-DELAWARE ROAD BOOK.

MANY, very many times have we "cried wolf" on this Pennsylvania, etc., road book, and at last the time has come, as told in the fable, that the cry of wolf has really substantial foundation for being uttered. The long-looked-for, the long-desired, has "arriv." The mountain has been in travail, and we are pleased to say that a mouse is not the outcome, but a very handsome, well printed, handsomely bound road book of some 260 pages is the result. To Mr. Crowther and the present indefatigable Road Book Committee we offer our hearty felicitation on the accomplishment of a long-drawn-out job.

The book contains eight maps, corrected up to date.

THE COST OF POOR ROADS.

HERE is a little item, received from a correspondent, that may serve to illustrate in a very small way the cost of poor roads: "On account of the bad condition of the roads potatoes have advanced at Vergennes to 65 cents per bushel." Another correspondent wrote us the other day that farmers could not afford to take their milk to the creamery in their teams because of the trouble and time necessary in order to carry it over the muddy roads to the creamery, the farmers finding it more profitable to feed sweet milk to stock than attempt its transportation. When the people can be made to understand that it actually costs more in time and money to travel over a poor road than it does to travel over a good one, they will be less inclined to begrudge the first expense of good roads, and, what is of more importance still, will be willing and anxious to put the business of road making into the hands of intelligent men who understand the business. Poor roads are the expensive things that curse a country district.—*Burlington Free Press.*

THE CYCLIST ANNUAL.

WE have before us the 1889 Christmas annual of the *Cyclist*, and we find much in it that appeals to the American as well as the English cyclist. The illustrations by Moore are better, if possible, than usual. The story in verse, of "John Quillpin," is a very clever parody on the ride of John Gilpin. The cyclist mounts a machine, and, after the manner of the unfortunate Gilpin, the safety on which Quillpin is riding runs away, and scatters dismay and disaster on all sides. The illustrations of this doleful ditty are most amusing. The "Compleat Cycler," by Isaac Vaulton, is a series of articles on the different phases of cycling, treated in a most pleasing and entertaining manner. In the fifth chapter there are many very excellent songs introduced, one verse of one song, which we reproduce, must have caused waves of joy to course over the form of Mr. Hillier, on reading the same. The verse is as follows:

When the cinder path we try
For our recreation,
Thousands flock to see us fly,
Ready with ovation.
Then we go,
Sure and slow
Just at first,
And are curst
Without stint
Till we sprint,
And thus secure the laurel.

The book contains a table of gears for tricycles and safety bicycles, compiled by Henry Sturmey, also a complete racing calendar of the English path for 1889; short biographies of who is who in English cycledom, a list of English cycle clubs, and a table of the English path records.

The annual is most beautifully printed and illustrated. It contains nearly 200 pages all told, divided as follows: About 132 of matter, as above described, and the balance of pages in advertising.

Orders will be received at this office. Price, postpaid from England, fifty cents.

UNIVERSITY ROAD PRIZES.

MR. WILLIAM H. RHAWN, with Messrs. A. J. Cassatt, Joel J. Bailey, George W. Childs, Charles Richardson, Edward Longstreth, Joseph Wharton, Jay Cooke, Charles F. Berwind, Charles C. Harrison, Henry W. Sharpless, Justus C. Strawbridge, Henry H. Houston, Beauveau Borie, Edward C. Knight and Wm. Hacker, have united to offer three prizes of $200, $150 and $100 respectively, to be known as the "University of Pennsylvania Road Prizes," for the best three papers on road making and maintenance, subject to the following conditions:

"The competition shall be open to all, and will be under the auspices of the University, with the advice of the committee.

The subject of road making and maintenance should include the engineering, economic and legislative features of construction, reconstruction and maintenance, and the advantages of thoroughly

scientific treatment, but omit history, excepting where necessary to illustrate or impress an argument.

The papers should be terse, logical and original (not compilations), written on one side of a sheet only. It is preferred that they should be in type-writing. A paper may be the joint production of two or more persons.

The author's name should not appear upon his paper, nor be otherwise prematurely disclosed, but his name and address should be enclosed in a sealed envelope, attached to his paper in such manner that it may be readily removed without injury. The papers and envelopes will be correspondingly numbered as received, and the envelopes will remain unopened until after awards of prizes or honorable mention are determined upon, when only those will be opened which correspond to the successful numbers; the rest will be destroyed and the identity of the writers remain unknown.

All communications should be addressed to Dr. William Pepper, Provost, University of Pennsylvania, Philadelphia, Pa., and be presented on or before April 5, 1890.

The papers received will be submitted to a Board of five or seven Adjudicators to be appointed by Dr. Pepper, with the advice and consent of the committee, which Board shall be the sole judges of all papers, and will not consider any paper that fails to comply with these conditions. They shall report, if possible, within one month from the date of receiving the papers. The vote of a majority of the Board upon the merits of any paper shall be final.

When the adjudication shall be made and reported to the Provost, he shall call a meeting of the committee, at which meeting he shall open the envelopes corresponding with the successful papers, and award the prizes, in accordance with the adjudication, to the authors then disclosed and entitled to receive them.

The papers for which prizes have thus been paid shall become the property of the University for early publication, after which it is proposed by the committee to invite a second competition for the best drafts of legislative bills designed to carry out the features developed by the first competition."—*Philadelphia Ledger.*

CATARRH, HAY FEVER, CATARRHAL DEAFNESS.
A NEW HOME TREATMENT.

SUFFERERS are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result is that a simple remedy has been formulated whereby these distressing diseases are rapidly and permanently cured in from one to three simple applications made at home by the patient once in two weeks. A pamphlet explaining this new treatment is sent free, on application, by A. H. Dixon & Son, 337 and 339 West King street, Toronto, Canada.—*Christian Standard.*

A WARNING.

WE have been desired to call the attention of readers to the advertisement of Holmes & Co. which appears on page 206. Messrs. Holmes warn all manufacturers of knit goods that to manufacture certain patterns of garments on which they have patents will force them to take legal steps to protect said patents. Messrs. Holmes & Co. are one of the largest and most reliable firms in the country, and we cheerfully recommend them to our readers as being most worthy of patronage.

CHANGE OF FIRM.

THE undersigned hereby gives notice that it has sold its American business, plants and patents, and the same are now owned by the Eastman Company, a corporation organized under the laws of the State of New York, and having its principal place of business at Rochester, and that it has sold its European business, stock in trade, and patents to the Eastman Photographic Materials Company, Limited, a corporation organized under the laws of Great Britain, and having its principal place of business at 115 Oxford street, London, England.

The new companies will co-operate to extend the sale of the Eastman specialties throughout the world. A continuance of patronage is respectfully solicited for them.

THE EASTMAN DRY PLATE & FILM CO.

Rochester, N. Y., January 1st, 1890.

ANNOUNCEMENT.

Having purchased the plant, patents and business formerly owned by the Eastman Dry Plate and Film Company in America, this company will continue to carry on the business under the same management that has heretofore so successfully conducted the affairs of the old company. It is the intention of the Eastman Company to still further extend the business of the manufacture of Photographic Materials and Apparatus, and especially to develop the Eastman system of Film Photography, which has with the recent invention of the Transparent Film been made practical for general use. To this end neither labor nor capital will be spared, and every effort will be made to maintain the reputation of the company for manufacturing goods of the highest quality.

THE EASTMAN COMPANY.

Rochester, N. Y., January 1st 1890.

"SENATOR" MORGAN will at last settle down, and to that end will pay taxes in Portland, Or., having last week purchased two lots in the suburb. The "Senator" will handle a first class agency of bicycles, school and repair shop in the big Mechanics' Pavilion, which he has leased. He would like to hear from firms who want a live agent; also from a skilled repairer who wishes to "go West" and grow up with the country. From what we know of Morgan's advertising and hustling abilities we think he will make a big success of his venture. The Portland Bicycle Club, forty strong, tendered Morgan and his riders a complimentary banquet recently, which was very successful. The club will hold their quarterly races in the Pavilion about Jan. 10th.

MR. G. MINTURN WORDEN has gone on the road in the interests of the Lozier & Yost Manufacturing Company. Mr. Worden is a live salesman, and the Lozier & Yost goods will be pushed energetically by our live young fellow townsman.

MISS ORPAH SCHAFF, of Chambersburg, Pa., who was in attendance at the Hagerstown meet, riding so gracefully her tricycle, has for several months past been the happy possessor of an American Rambler, and is quite pround of, and has by this time became quite master of her two wheeler. The Maryland Club, through Capt. Le Cato, has presented Miss Schaff with a copy, handsomely framed, of the L. A. W. picture at Hagerstown, together with a separate picture of the Maryland Club, with which Miss Schaff was in company during most of her stay. The young lady is very enthusiastic over cycling, and declares her intention of attending the next meet, wherever it be held.

WE wrote Messrs. Gormully & Jeffery asking for information as to the plans and novelties they expected to put forth for the year 1890. In reply they wrote as follows: "The Light Rambler is about the only thing we have this year in the way of a novelty. That machine has tangent spokes and the same hollow rim that we use on our Light Champion. It will also be built very carefully, and be constructed entirely of steel, as is our Rambler for that matter. We have a model here at the factory completed, and actual experiment shows that every man in the office can ride it hands off, so you can see how easily the machine steers. All our goods have been improved wherever possible. We are looking for as large a trade in tricycles as ever."

MESSRS WHITTEN, GODDING & CO., of Providence, R. I., will extend their already growing business next season. They write us: "We shall have a Juvenile safety, 26-inch wheels, a sort of go-between,' medium size safety for boys. It will be strictly a high-grade machine, and we already have many orders on our books, from dealers all over New England and the West. Wherever it has been shown up it has met with universal favor. We shall do a large importing business, in the way of supplies, sundries and parts, and we also manufacture the "Gem," or better known "Best," Whistle, which is now universally used everywhere. We have recently enlarged our store and shop two-fold, and refitted all up new. Our floor now covers an area of 50x100 feet, and is one of the finest bicycle salesrooms in the country. If you ever come to Providence, call and see us. We consider your paper a valuable medium for the introduction of our goods, as every advertisement we have ever inserted has brought us not only numerous answers but orders. Please accept our hearty thanks for past favors, and best wishes for the new year."

WE wrote the Joliet (Ill.) Wheel Co. for information as to its projects for the coming season, and we received the following reply: "Gentlemen—Replying to your esteemed favor, would say that it is our intention to start out making a first class medium priced machine, of a popular safety pattern; from this we expect to branch out, and make a full line of safeties including ladies' and children's machines, also tandems. We have a stone building 180 by 70, also forge room and storage room attached. We are pushing the work forward as fast as we can obtain the forgings, steel tubing and other stock, and hope to be turning out machines by February 15, 1890."

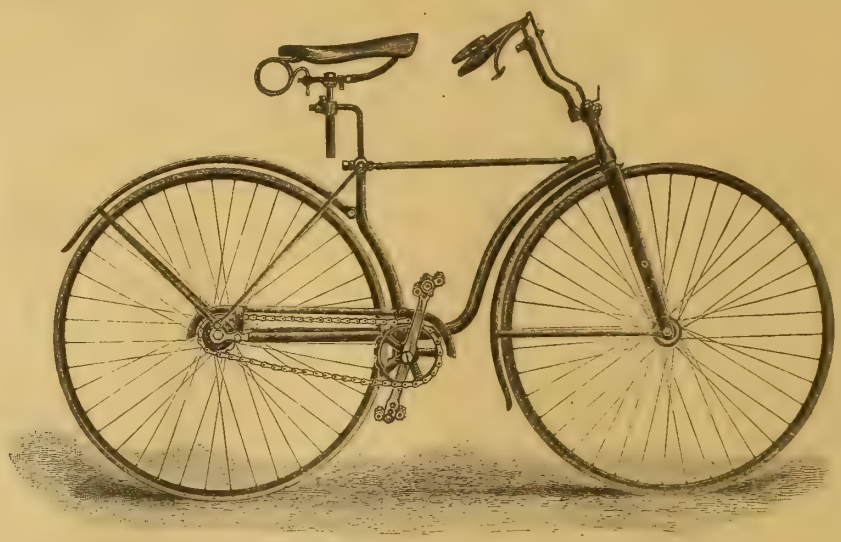
"It is excellent discipline for an advertiser to feel that he must say all he has to say in the fewest possible words, or his readers are sure to skip them; and in the plainest possible words, or his readers will certainly misunderstand them. Generally, also, a downright fact may be told in a plain way, and we want downright facts at present more than anything else."

The "downright facts" are these: For durability, thoroughness of workmanship and beauty of outline, the Warwick Safety stands first among high-grade wheels.

1890.

Perfection Safety.

Price $135.

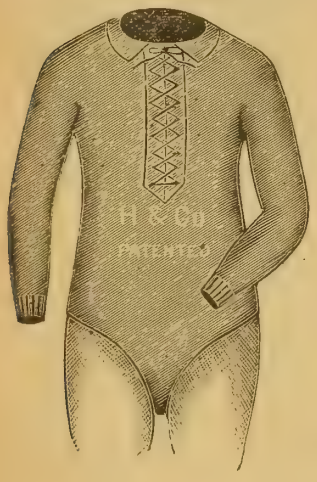


CATALOGUES READY **JANUARY 15**

MANUFACTURED BY

WARWICK CYCLE MFG. CO., - - - Springfield, Mass.

No. 881. Heavy Rib.





FULL PANTS.
(Patented.)
828.
Heavy Rib.
Improved double seat, strap & pocket.



KNEE PANTS.
(Patented.)
810. Heavy Rib,
Improved double seat and pocket.

No. 884. Heavy Rib.



FULL TIGHTS.
(Patented.)
834.
Heavy Rib.
Improved double seat and pocket.





KNEE TIGHTS.
(Patented.)
842. Heavy Rib,
Improved double seat and pocket.



We hold letters patent on all these garments, and we hereby notify the trade and all MANUFACTURERS that they will be held RESPONSIBLE for manufacturing or selling any infringements on these garments.

These will all appear in our new Catalogue, and we commend all Bicycle riders to examine these Pants and Tights, as we have made improvements they will appreciate.

HOLMES & CO., - - - 109 Kingston Street, Boston

THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.

Price, $25.00



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

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JAMES R. DUNN,
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SECOND VICE PRESIDENT,
SANFORD LAWTON,
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TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

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12 Pearl Street, Boston, Mass.

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The President and Vice Presidents (as by the Constitution required.)

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George C. Pennell.....Elizabeth, N. J.

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Junius E. Beal.....Ann Arbor, Mich

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W. A. Davis.....Chicago, Ill
Chas. L. Brockway..... Middletown, Conn

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Harry H. Hodgson.....New Orleans, La.
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Robt. A. Smyth.....San Francisco, Cal.

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W. M. Brewster.....309 Olive street, St. Louis, Mo.

Massachusetts.

Circular No. 9.

To Local Consuls:

You will receive within a week three copies of the book on "Improvement of Highways," which are to be distributed among Superintendents of Streets and Selectmen.

As soon as the Road Bill, which it is intended to present to the Legislature has been revised, copies will be mailed you and reasons given in favor of its adoption. You will be expected to urge upon the Representatives from your district all of these reasons, and by letters, petitions and all honorable methods seek their support in the coming effort to obtain better roads in this State.

Be alive to the necessity of active work; remember that the results sought are too valuable to tolerate indifference. Every man MUST work.

Fraternally, WM. H. EMERY,
Boston, Dec. 31, 1889. Chief Consul.

Freights and Farmers.

In a book recently published, Profs. Jenks and Ely present very elaborate and careful estimates of the cost of hauling freight in wagons on country roads. The general result of these estimates is presented in the brief but pregnant statement that at present the average cost of hauling 100 bushels of grain one mile is sixty cents. In other words, sixty cents is the cost of hauling three tons one mile. If there is no mistake in the estimate, it is something for the farmer to thing about.

The average cost of hauling 100 bushels of wheat one mile by rail is said to be one-third of a cent. From these statements taken together it appears that it costs 180 times as much to haul a given quantity of wheat from the farm to the railway station as it does to haul it the same distance by rail. To state it in another way, it costs as much to haul a crop of wheat a distance of ten miles from the farm to the station as it does to haul the same crop 1800 miles from the station to market. The average distance from the farm to the station may not be ten miles. Suppose it to be half that distance, or five miles. It is then to be said that the average haul by rail to market is not 1800 miles, but less than half that distance. The conclusion remains that it costs fully as much to haul the crop to the station as it does to haul it from the station to the market.

The lesson which the farmer has to learn from all this is obvious. His worst enemy, so far as transportation is concerned, is not the railroad, but the wagon road. And what he most needs to do is not to make war against the railroad companies, but to set about the business of cheapening transportation from the farm to the railway. It is right and proper, of course, to resist extortion where it is practiced by railway and elevator companies, but the farmer should not permit himself to become so much absorbed in that business as to neglect the other business, where there is an incomparably more promising field for economy.

A bushel of wheat is hauled by rail 1500 miles for five cents. That is pretty cheap, and the farmer can not expect much cheaper railway service very soon. It costs him five cents to haul the bushel about eight miles by wagon. If the cost of the wagon-haul were reduced to one cent per bushel it would still be thirty-six times the cost of the haul by rail for the same distance, and the farmer would be ahead four cents a bushel, or about $21 on the average crop of wheat harvested from forty acres of land. Here is the place for economy.—*Chicago Times.*

[Members can help the cause by securing the publication of the above in papers which circulate in the farming sections.—SEC.]

Missouri Division.

To consuls and members:

Another year has rolled around and left the membership of this Division in a very unsatisfactory condition. At the time of taking charge of this office I set my heart upon obtaining 400 members by January 1, and had I received but one third of the support and encouragement which is accorded the Chief Consuls of other Divisions, we would have gotten there. As it is we have just seventy members less than what we started out for and while the Division has grown from 274 to 330 members (an increase of nearly twenty-five per cent during the four months of the present administration) still it is not what it would have been had the majority of the local consuls and the members themselves done their duty at recruiting. The larger part of the work of securing recruits was done right here in St. Louis by the undersigned and Vice Consul Jordan, while such cities as Kansas City, St. Joseph and Joplin were rarely if ever heard from, in spite of the fact that each of them has either a Representative, committee chairman or a member of one of the most important committees of the Division. With the advent of the New Year this all has to be changed and I hope to see an immediate improvement in work of recruiting. There are at present, at the very lowest estimate, 1000 wheelmen in this State who all could be gotten to join by using a little persuasion. The names and addresses of the riders are in my possession, and should any member desire a list of names to work on I shall be pleased to furnish it. In this connection it would be well to say that I will present a fine calendar to every member who secures us a recruit during the *present month.* The said calendar is a work of art and will not be out of place in the finest parlor or drawing room. Fraternally yours,

ROBT. HOLM, Chief Consul.

Total Membership.

Below we publish tables showing the total membership of the League to January 1, 1890, and the corresponding figures of a year ago. The total membership to the close of the League year, April 30, 1889, was 12,103 and it will easily be seen that we shall go far ahead of that record the present year:

	1889.	1890.
California	401	426
Colorado	63	47
Connecticut	471	730
Delaware	45	39
District of Columbia	164	191
Illinois	756	881
Indiana	194	142
Iowa	170	140
Kansas	159	135
Kentucky	91	106
Louisiana	56	100
Maine	144	155
Maryland	465	529
Massachusetts	1236	1604
Michigan	354	435
Minnesota	115	132
Missouri	361	328
Nebraska	90	88
New Hampshire	103	70
New Jersey	742	601
New York	2467	2126
Ohio	946	845
Pennsylvauia	1476	1402
Rhode Island	263	337
Tennessee	114	94
Texas	35	36
Vermont	57	37
Virginia	120	85
W. Virginia	38	64
Wisconsin	99	87
Alabama	14	13
Arizona	8	10
Arkansas	11	5
Dakota	10	10
Florida	17	19
Georgia	16	8
Idaho		1
Oregon		1
Mississippi	14	11
Montana	2	6
Nevada	2	19
New Mexico	8	8
North Carolina	5	3
South Carolina	8	4
Utah	10	12
Washington	1	4
Wyoming	4	3
Bermuda	1	1
Canada	9	13
England	4	4
Nova Scotia	8	5
Switzerland	1	
	11,948	12,152

Finaucial Report Missouri Division.

Oct. 1.	To balance as per report		$381 44
	Disbursements.		
Oct. 9.	By stamps and express, Chief Consul	$5 75	
Oct. 9.	Printing blanks	3 00	
Oct. 30.	Framing Hotel Certificate Kansas City	50	
Oct. 31.	Postage and express, Chief Consul	3 35	
Oct. 31.	Printing circulars	5 50	
Nov. 13.	Printing cards, letter hds,&c.	26 50	
Nov. 25.	Express books	35	
Dec. 18.	Postage Chief Consul	4 00	
Dec. 31.	Balance on hand	332 40	
			$381 44

Respectfully submitted,
JOE. H. KELLY, Sec.-Treas.
Sedalia, Mo., Dec. 31, 1889.
Approved: ROBERT HOLM,
Chairman Finance Committee.

The League Stencil.

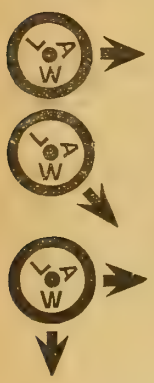
We have received several inquiries regarding the League-Stencil outfit and in response th reto we submit the following. The cut herewith shows the shape of the Official Sign-board—the pointed end of the board indicates the direction, and the ground color must be white, with lettering in black. The stencil signals may be used on these boards.



The three authorized signals are shown below the boards:

No. 1, the upper, is the O. K., or direction sign. It means: cyclers go this way, the best road. At the top of a hill it means: may be safely coasted.

No. 2 is the Cautionary signal. It means: ride with care; at the top of a hill descend carefully, dangerous coasting. (The arrow points in the direction of the danger.)



No. 3, the lower, is the Danger signal. It means: better dismount, unsafe riding—no coasting. (The horizontal arrow points in the direction of the danger.)

The three authorized signals are all that are intended to be used at present, but other combinations will suggest themselves.

The outfit consists of the two stencils, a brush, a flexible tube of ivory black and a can for turpentine. These are neatly packed in a tin box and are easily carried. The outfit is furnished Division officers for $1.00 which includes delivery.

Rhode Island Division.

Members of this Division who have not as yet received a Road Book may obtain one by making application through their Local Consul.

Members residing in Providence can get one by calling on the undersigned at 218 Westminster street.
NELSON H. GIBBS, Sec.-Treas.

Missouri Hotel.

Braun's Hotel is hereby appointed the L. A. W. hotel for Farmington. Regular rates, $2 per day; to L. A. W. $1.50 on presentation of ticket.
Fraternally yours, ROBT. HOLM, C. C.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 222—Total 37—12,189.

BOSTON, Jan. 3, 1890.

CALIFORNIA DIVISION—2—428.

California Bi. Club.

25911 Clark, Geo. S., 1236 1-2 Folsom st., San Fransisco

Unattached.

25876 Salbach, L. F., Stockton

CONNECTICUT DIVISION—3—733.

Unattached.

25884 Mellen, Chas. B., 78 Park st., Hartford
25893 Cummings, Miles L., Litchfield
25894 Pratt, Ernest L., "

ILLINOIS DIVISION—7—888.

Illinois Cycle Club.

25899 Balis, W. J., 109 Park ave., Chicago
25900 Beardsley, F. S., 86 W. Lake st., "
25901 Pyott, Wm., 291 Ashland ave., "
25902 Shields, Nelson, 89 Loomis st., "

Washington C. C.

25885 Batchelder, C. H., 22 Fifth ave., "
25886 Hale, John F., 1142 Rookery Bld'g., "
25887 Madden, Stephen A., 740 Van Buren st., "

INDIANA DIVISION—1—143.

Unattached.

25895 Rettig, F. J., Box 58, No. Manchester

IOWA DIVISION—1—141.

Unattached.

25888 Johnston, Ed. A., Box 753, Sigourney

LOUISIANA DIVISION—2—102.

Unattached.

25896 *Kells, Mrs. Florence H.*, 437 St. Charles ave., New Orleans
25897 Delahoussaye, L. P., Jr., 1292 St. Charles ave., New Orleans

MASSACHUSETTS DIVISION—4—1608.

Holyoke Bi. Club.

25898 Richards, Geo. W., 12 Fairmount sq., Holyoke

Unattached.

25877 Chamberlain, Henry G., 322 Washington ave., Chelsea
25878 Stratton, Edward B., 12 Lash st., "
25879 Bollig, Frank E., 103 Conant st., Roxbury

MISSOURI DIVISION—3—331.

Unattached.

25905 Calhoun, Jno. Alfred, Clarksville
25903 Gordon, Harry, 1921 Olive st., St. Louis
25904 Jewett., E. C., U. S. Assay Office, "

NEW HAMPSHIRE DIVISION—1—71.

Unattached.

25909 Stewart, Chas. H., 82 No. Main st., Concord

NEW JERSEY DIVISION—1—602.

Unattached.

25910 Voorhees, Geo. E., Jr., Washington st., Morristown

NEW YORK DIVISION—6—2132.

Manhattan Bi. Club.

25889 Cavanagh, John W., 1Van Ness Place, New York
25890 Connolly Geo. F., 306 W. 28th st., "
25891 Richard, Edwin H., 61 Broadway, "

Unattached.

25892 Sternberger, I. G., 31 East 65th st, "
25880 Rogers, L. H., Jr., 341 Lenox ave., "
25881 Ward, Rev. Henry, 512 Swan st., Buffalo

OHIO DIVISION—1—846.

Unattached.

25906 Schenck, Robert N., Middletown

PENNSYLVANIA DIVISION—3—1405.

Chestnut Hill Wheelmen.

25912 Whittaker, Herbert W., Chestnut Hill, Philadelphia, Pa.

Unattached.

25883 Leinbach, H. D., Box 18, Denver
25882 Fishburn, H. W., Box 136, Ephrata

WISCONSIN DIVISION—2—89.

Unattached.

25907 Moore, V. Mumford, 94 19th st., Milwaukee
25908 Hall, Frank A., 146 4th st., "

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and ecket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

UNION CYCLE MFG. CO.,

—MAKERS OF THE CELEBRATED—

SPRINGFIELD · ROADSTER · AND · UNION · SAFETY,

CHICAGO, ILL. HIGHLANDVILLE, MASS.

Have just completed their 1890 Wheel—a Crank Safety—which for Strength, combined with Elegance, cannot be surpassed.

Dealers will find it to their interest to reserve for it a share of their patronage.

TO SEE IT IS TO BUY IT.

Second-Hand Wheels and Typewriters

of all kinds bought, sold and taken in exchange on any new wheel in the market, Safeties included. Always in the market to buy large or small lots, New or Second-Hand Wheels, for Cash, when prices are right. We constantly carry 400 to 500 Wheels, including many rare bargains in **SECOND-HAND STANDARD MAKES. NEW WHEELS** (bought in job lots) at greatly reduced prices. Liberal discounts to agents.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.



'CYCLES ON EASY PAYMENTS,

with no extra charge except interest. Manufacturers' agents for Victors, Columbias, Champions, Eagles, Stars, Springfields, Warwicks, Ramblers, Crescents, Vineyards, Ottos and ALL other Cycles made in or imported to this country. Prices guaranteed low as the lowest. Low rates by fast freight or express—13 railroads. Send for 40 page Illustrated Catalogue, with full particulars, payment plan, and second-hand and bargain list.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

HOSPITAL REMEDIES

THE Favorite Prescriptions of the Brightest Medical Minds in the world, as used by them in the Hospitals of London, Paris, Berlin and Vienna.

ONE MEDICINE FOR ONE DISEASE.

No. 1—Cures Catarrh, Hay Fever, Rose Cold, Catarrhal Deafness.
No. 2—Coughs, Colds, Bronchitis, Asthma, Consumption. A Peerless Remedy.
No. 3—Rheumatism, Gout.
No. 4—Liver & Kidneys, Dyspepsia, Indigestion, Constipation, Brights Disease.
No. 5—Fever and Ague, Dumb Ague, Malaria, Neuralgia.
No. 6—Female Weakness, Irregularities, Whites. A Golden Remedy.
No. 7—A Perfect Tonic, which gives Health, Form and Fullness, Clear Complexion, Good Blood and lots of it.
No. 8—Nervous Debility, Loss of Power Impotence, an incomparable remedy.

RELIABLE AGENTS WANTED.

Every bottle guaranteed to cure its special disease if CURABLE and to give permanent relief ALWAYS. Descriptive Circulars sent free on application. HOSPITAL REMEDY COMPANY, Toronto, Canada.

OUR LITTLE HOME.

WALTZ SONG AND CHORUS,

— BY —

J. L. FREENEY.

Can be obtained free of charge by sending name and address to the

CLARK CYCLE CO.,

908 Pa. Ave. N. W., Washington, D. C.

It is regular 40c. sheet music.

GILLOTT'S STEEL PENS ARE THE MOST * * * PERFECT.

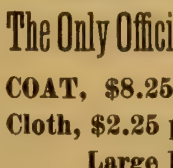
Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Elliott W. Johnson
A. Malcolm Peckwell *Committee.*
C. E. Pinnell

Browning, King & Co.

Official Tailors of the L.A.W.



406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L.A.W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

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Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
No. 1, Canvas, leather trimmings 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

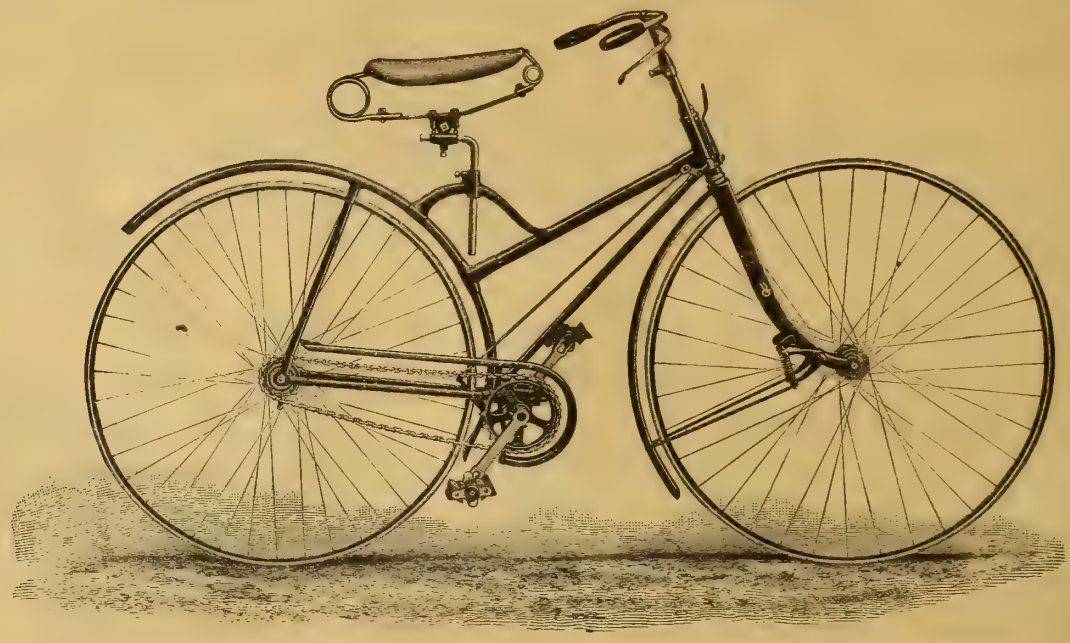
A. G. SPALDING & BROS.,

241 Broadway, New York.

108 Madison St., Chicago

STILL ANOTHER FEATURE . . OF THE . .

COLUMBIA LIGHT ROADSTER SAFETY.



THE KIRKPATRICK SADDLE,

modified and perfected by our own ideas, for adaptation to the Safety.

The Kirkpatrick Saddle is unquestionably the most satisfactory and successful saddle ever put on the market. This statement is fully substantiated by the twenty-five thousand saddles which have been sold to the wheelmen of America, with a continuous increasing demand.

The various patterns are respectively best for the regular bicycle, the tricycle, and the safety.

The rider is carried in a natural position and with the greatest degree of comfort, with weight well distributed.

The simple tilting device affords ready adjustment to suit the various requirements of riders, and well-proportioned springs afford relief from vibration to a greater extent than in any other saddle.

NO SADDLE HAS COME NEARER PERFECTION.

POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 10 JANUARY, 1890.

Volume XX.
Number 11.

SPRING FORKS.

More than three years ago, the Overman Wheel Co. made the first American safety of the Rover type. They believed at that early day what has since been recognized as true, that the Rover type Safety required elasticity in the front fork. The machine to which this device was first applied was named the Victor Safety, and in the machine bearing that name to-day, the Spring Fork, essentially the same as first used, is still retained, and forms a leading feature.

Like all patented inventions it was vigorously decried by competitors, who argued that the great necessity was for rigidity and not for elasticity, and, consequently, that the Overman Wheel Co. were dead wrong in this idea.

After considerable opposition to the Spring Fork theory, the Victor Safety, in the meantime leading the trade, competitors began to appreciate the fact that what was needed in Safety forks was elasticity, and many devices were tried to attain the same results achieved by the Victor, but always with indifferent and partial success.

Springs have been introduced in many ways, often doing more harm than good to the general results, but it has now been adopted as a principle that some kind of a spring must be used—if not the best, then one of some kind, something that could be referred to as a spring fork and that would not infringe the patent in the case.

As stated, the Overman Wheel Co. were the first in the field not only as makers of the Rover type Safety, but also first to recognize the fact that Spring Forks were required. The Victor Spring Fork as now used is unaltered in principle, although many improvements have been made in details and construction.

It is not too much to say that the Spring Fork is the most important one feature of the Safety Bicycle, so largely does it contribute to the comfort of the rider and everything else.

* * *

OVERMAN WHEEL CO.,

MAKERS OF

VICTOR ·:· BICYCLES,

BOSTON, WASHINGTON.

Office and Factory, CHICOPEE FALLS, MASS.

WE BOWS.

Apropos of our Ad. in this paper of Oct. 18th we have rec'd the following letter from a Chinese Gentleman who is in a position to know what he is talking about. We are much pleased with his vindication, as a few credulous persons have doubted the correctness of our statements of above date. We also appreciate Mr. Pi's gratitude to us for recognizing his remote ancestor.

Although a sense of justice was all that prompted us, we feel doubly glad to have been able to rescue from obscurity the name of a man who had done so much for the human race [which by the way, is one of the races that is not always to the Swift.] We desire in this open manner to express our thanks to Mr. Pi Hoen for his kind words and especially for the pleasant allusion to our historical sagacity. His well chosen language marks him as a scholarly gentleman of whom his inventive forefather may well be proud.

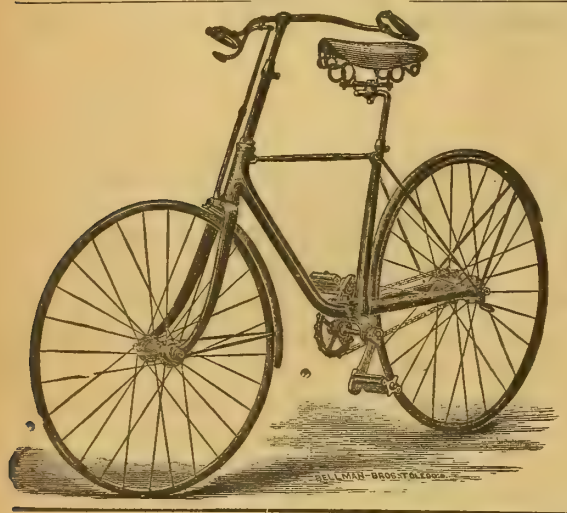
We may not have had enough experience to make good bicycles, but when it comes to taking the kinks out of ancient history we have special facilities, and that reminds us that during the reign of Wan Te and the screwed together wheels as described in our Ad. above referred to, there existed a band of Chinese Brothers who had so often been "thrown together" that they formally organized a club and named it after their mutual experience, "AUPHENWAUK." This club and its name became inocuous, however, after the introduct on of Pi Ching's i vention and was not again heard of until since the recent r surrection of the "repairer's delight." Quite recently, however, down in Daielsonville, Conn., the boys have a bicycle club to which they have attached this same appropriate name. We can imagine that after they have had to get Auphanwauk several miles in a broiling August sun and carry the remains of what, for once at least, they can call their "silent steed," even the appropriateness of the club name would be little consolation, and no doubt the boys by any other name would smell as sweet and be just as happy. Riders of the *Hickory Bicycle* do not auphenwauk.

美國都音單士女足此列公司仙生
己丑拾一月十六日由中北京城寄滇字元

致啓者弟于前人拾月十八号有他之
美国新报为有次公司告白称说向创
造各款计口铁车脸者不胜可喜可贺
但我之元弟尼昌在于别埠他有信通知
我自己买人说及他向汝公司代卖各
款计口什物者不胜感铭矣尚此並请

STERLING ELLIOTT, Newton, Mass.

To get one of those catalogues: Write for it,



WE DO NOT WISH TO DISAPPOINT YOU,

Yet We Wish to Interest You Long Enough to Tell Our Story.

The Little Giant Bicycle.

The name does not belie its qualities, although its weight is only 35 lbs., it is a little Giant in strength. Besides it combines all that makes up a good wheel. Such as adjustable sleeve steering head, adjustable cone bearings to wheels, adjustable cone bearings to crank shaft, adjustable cone bearings to pedals, Tangent spokes, crescent rims, Torkelson Patent adjustable saddle, the front and rear of which adjust independent of each other. Saddle leather can also be adjusted to take up the slack without loosening saddle from the frame. **All steel Diamond frame,** cold-drawn Weldless steel tube backbone, detachable front bar to frame, trimmed in nickle, spokes tied and plated up to knot, and spade handles. **All for the moderate price of $35.00.**

Now is your chance, Boys! Do not let anybody stand you off by saying they cannot get a wheel for you. We can fill orders promptly, and give you good value for your money. Something that has never been done before. The Little Giant embodies all of the recent improvements of the Men's wheel, in a modified form. There! If this don't interest you, **no harm done.** Yet we feel satisfied that you all know a good thing when you see it, and that you will favor us with your sample order. **Agents wanted everywhere.**

We know you won't forget where we are located, but to assist the memory of anyone who may need their memory jogged, will say our factory is located at Toledo, O., on Central Ave., and the firm's name is,

THE LOZIER & YOST BICYCLE MFG. CO., Box 131.

Agents for New England: WM. READ & SONS, Boston.

UNION CYCLE MFG. CO.,

—MAKERS OF THE CELEBRATED—

SPRINGFIELD · ROADSTER · AND · UNION · SAFETY,

293 and 295 Wabash Avenue,
CHICAGO, ILL.

HIGHLANDVILLE, MASS.

Have just completed their 1890 Wheel—a Crank Safety—which for Strength, combined with Elegance, cannot be surpassed.

Dealers will find it to their interest to reserve for it a share of their patronage.

TO SEE IT IS TO BUY IT.

Elwell European Bicycle Tour.

(SEASON OF 1890.)

CATALOGUE NOW READY.

Address

F. A. ELWELL,

152 PEARL ST., PORTLAND, ME.

WANTED.

A competent Bicycle Repairer; must come well recommended, and be familiar with all the standard makes. State wages expected.

HOWARD A. SMITH & CO.,
Newark, N. J.

For all kinds of
Bicycle Repairing,
Nickel Plating,
Enamelling, etc.,
Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street. BUFFALO. N. Y.

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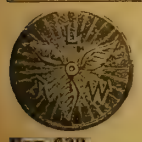
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Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.



Send 25 cents and get one of the

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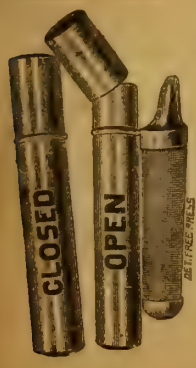
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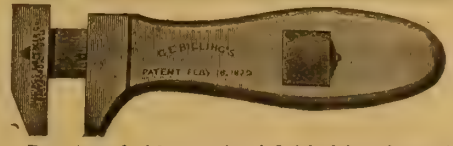
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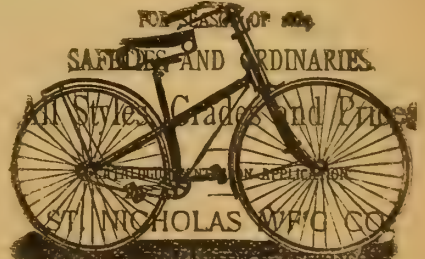


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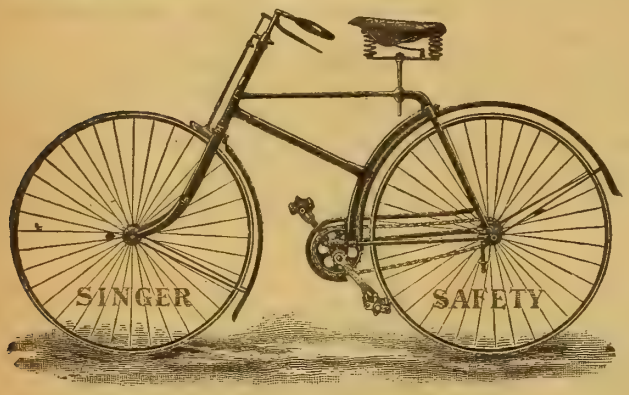
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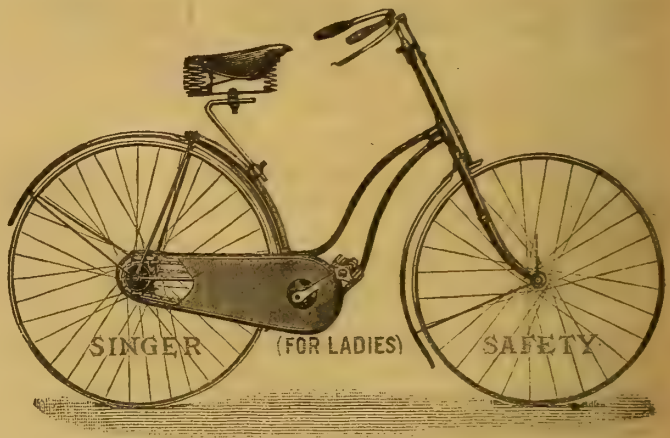


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1852 MILES IN OCTOBER.

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Mr. Beers' record for past two years' riding is **15,256** miles on the NEW MAIL.

Mr. Murphy made his 12890 miles on a NEW MAIL Ordinary for two years' riding.

A TESTIMONIAL.

BOSTON, Dec. 17th, 1889.

MESSRS. WM. READ & SONS:

Dear Sirs—Having ridden nearly all the high-grade wheels of the day, it is my candid opinion that the New Mail Safety is the most powerful, and at the same time, the easiest-running safety made. Have given the wheel the hardest kind of usage on the New England roads, and they at their best are poor. Any cyclist who wants a safety that will "stand the racket," should first look at the New Mail. Should this letter be of use to you, well, use it.

Yours truly, ALBERT M. BEERS.

P. S. Record last year, 6888, ordinary. Record this year, to date, 8368, safety: 15,256 miles. I think this is as large a record for two years as I have seen.—A. M. BEERS.

WM. READ & SONS, - - 107 Washington St., Boston.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 10 JANUARY, 1890.

IN this week's issue we print an extremely interesting article, by Mr. Simon, of Napa, Cal., on the question of electric starting, timing and photographing of cycle races. That such a method is feasible we believe, and as the expense is so slight as compared with the benefit to be derived we should like to see it adopted and used at all the principal race meets of the country.

We should like to hear further from Mr. Simon in the matter of detail.

A PERUSAL of Mr. Maltby's letter, from Melbourne, Australia, will reveal some very interesting points as to how they conduct racing matters in that colony.

We must say we admire the evident manner with which the officials hold to the rules in the letter as well as the spirit. The ruling out of Mullins, the winner of the Great Austral cup, because he, according to his own remark, for the past three years had been riding so as to get a handicap which would insure his winning the coveted trophy, shows conclusively that sharp practice will not be tolerated for one moment by the Australian authorities, and it argues well for the cleanliness of the sport in that country.

We notice that the rules also require the use of a certain well-prescribed racing dress, and we must say that we think that while the costume described is undoubtedly picturesque and neat, we doubt the utility of same for racing purposes. We would like to see a compromise between the bathing-suit-like costume in fashion with our own and the English racing men, and the rather stiff but very dressy costume worn by the Australians.

TO-MORROW (Saturday, January 11,) the Racing Board will meet at Chicago, to discuss and settle on certain changes in the present racing rules.

Mr. Davol and his associates have been assiduous in their endeavors to get at the best sentiment of those versed in racing and its requirements. The personnel of the Committee itself is of the right sort, and one of the most gratifying features of the whole affair is the oyster-like silence observed by the members. They have not talked but they have listened, and so they go into consultation not committed by word to any policy. The questions which will be under discussion will be of the most important character, and that the committee is fully able to cope with them we have not the least doubt.

MESSRS. PERSEUS, of the Philadelphia *Sporting Life*, and Kerrison, of the Boston *Herald*, are the two best posted cycling scribes, who still persist in thinking that the question of changing the method of election will receive the attention of the officers meeting to be held next month. We have before said that this is a question for a Constitutional Convention, and not for the Board of Officers to decide. We suppose, however, if it is *unanimously* voted to discuss the matter informally, there is no law preventing the delegates from expressing their personal views, but they cannot legislate on or change same.

OUR talented correspondent, "Hawkshaw," cannot see wherein the friends of Roads Improvements clash in their methods of attaining the same end.

"Some," he says, "want to *drive* the farmer into building good roads, * * * while others are as equally bent upon getting the citizen to build good roads, by *educating* him up to the need of same." * * *

They simply clash this way. One says "*drive*," and the other says "*educate*" first and there will be no need of driving. It is a question of which end to commence at.

When a man is "educated" (convinced) up to the point of belief that he is sick, he will call the physician and take his remedies. *Ergo*: "Educate" (convince) the citizen that his business health demands the attention of scientific road builders, and he will then of his own accord call on the Legislature to furnish the necessary laws and formula.

It is in the method of going at it, that authorities "clash."

WE have before us the first eight sections of the proposed Roads Improvement bill drawn up by Mr. Isaac B. Potter of New York to be presented to the New York Legislature by the New York State Improvements Association, and with the indorsement of the Division officers of the State.

The proposed bill provides for a State Board of Highway Commissioners to consist of three members. The powers of the Board will be to employ such engineers, inspectors, assistants and clerks as may in its judgement be needful. The expenses of such force, however, not to exceed the appropriations made by the Legislature.

The Board shall proceed to prepare maps, plans and specifications for construction and repair of a system of highways in the several counties of the State.

The selection of highways for improvement shall be left to the Country Board of Supervisors. (The County of Kings and New York are excepted in the bill.). The Supervisors, however, are required to select such highways, the minimum aggregate length of which shall not be less than at the rate of one mile for each 10,000 inhabitants of said county. Such work must be done by contract, calls for proposals being advertised for in the usual way. The bill provides for a form to be used in advertising for bids.

Above is in brief the scope of the eight sections received up to this time; the remaining sections will be in our hands in time for

our next issue, at which time we shall be in position to receive the bill as a whole and comment on same.

Mr. Potter has not spared himself in preparing the bill or in properly bringing the matter to the attention of every member of both branches of the Legislature *by personal letter*, and he advises us that the most encouraging replies have been received from many of the prominent Senators and Assemblymen.

In many cases members of the Legislature have joined the Roads Improvement Association, thus showing practically that they are in sympathy with the movement.

Mr. Potter has been at work night and day to get the machinery in smooth working order, and with a portion of the bill before us and the facts at hand we look for the success of the movement.

We shall refer more at length to this bill when we have the other sections to review.

IN connection with the above reference to the New York State Roads Improvement Association bill, we take pleasure in publishing what Gov. Hill, in his message, has to say in regard to this matter, which we clip from the New York *World:*

"On the subject of improving country roads, the Governor includes a suggestion for State highways, two through every county, running in different directions, and to form all together a general system of roads to be constructed and maintained by the State, under the direction of the State Engineer or other competent authority.

This system, when once completed, would enable a person to start from New York City, Albany, or any other point, on foot or in carriage, and visit every county in the State without once leaving the State roads, thus insuring comfort, convenience, pleasure and speed.

He believes the people would not object to this improvement, but would submit the question to them before incurring any debt."

THERE is an aggressive activity in certain of the Southern States, inaugurated by non-cyclers, which we would like to see duplicated more extensively in some of our Western and Eastern States. The press and the public of Tennessee are just now especially active, and the holding of a State Convention to consider the ways and means of securing better highways is no doubt an event of the near future.

The stand taken by the leading papers of the State, is that "good macadamized roads are as necessary to the State progress as railroads." This is the right and broad view of the question, and just as soon as the farmers and business men wake up to the fact that it is dollars and cents in their pockets to *insist on and pay for* good roads, which are passable at all times of the year, just so soon can we feel assured that we shall have good roads.

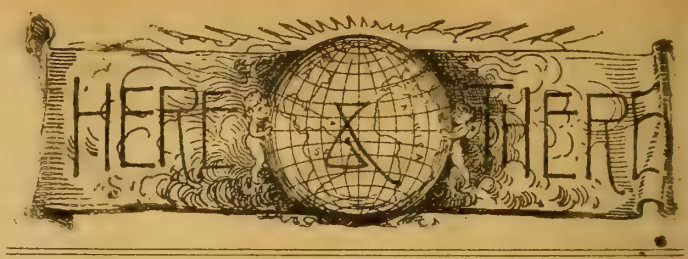
PHILADELPHIA PHESTIVITIES.

To the music of the melodious tin horn and the nimble kazoo, the Century Wheelmen rode out Diamond street to the Park at midnight on New Year's Eve, taking the first club run of 1890, which they justly claim as record, and if any other club in the country can equal it I should be glad to know the fact. The weather was not particularly pleasant, but by no means so bad as "Marnola," writing in the last BICYCLING WORLD, from New Orleans, would have us believe. He had better post himself as to facts before he writes. None of our wheels up North here have as yet been put in vaseline. Twenty-one of the Century Wheelmen went on that run and it strikes me that is quite a respectable little list for a midnight run at this season of the year.

A New Year's reception was given by the Century Wheelmen on New Year's Day, which was the first given in their new house, in which they more than repeated the successes of their previous efforts. Between three and four hundred wheelmen, among whom were Representatives from all the local clubs thronged the club house, the hall and dining rooms of which were beatifully decorated with evergreens and plants. From two to six refreshments were served while an orchestra discoursed sweet sounds.

The Oxford Wheelmen, the new uptown club, celebrated their first New Year's Day by a reception at which they received their many friends.

Altogether the first day of 1890 was filled in very nicely considering celebrants were a lot of sober Quakers. "ARIEL."



NEW YORK.

"HAWKSHAW."

IT seems strange that while all wheelmen agree upon the advisability and necessity of improved roads, that they cannot come to some agreement among themselves, as to the most feasible way of securing them. Some want to drive the farmer into building them, through the introduction in the State Legislatures of bills forcing the residents of the State to improve their road surfaces, whether they want to or not, while others are as equally bent upon getting the citizen to build good roads, by educating him up to the need of same, and the method of constructing them. Either of these plans is a good one, and I must confess that I can't see just where they clash so much as some of their upholders declare. I cannot see why it will not be a successful combination, if the citizen is both made to construct good roads by law, and at the same time is educated to see that the coercion thus used is entirely for his benefit and profit. Rural heads are wont to be dense, though, as a rule, and I very much fear that the road that leads to improved highways is going to prove a very rocky and thorny one for such as engage in the crusade.

IT is fashionable now to have "the grip," and for once it is both easy and economical to be fashionable, though, as usual, it can't be said to be very pleasant. In fact, many of us have found ourselves forced into being fashionable, even though our modesty caused us to attempt and avoid the honor. I met my old friend, Smart Alick, crawling along through the park on a safety the other afternoon, and stopped to have a chat with him, and while doing so, I noticed that his brake was missing from his wheel, and asked him why he permitted such a dangerous omission to happen. "Why, it's simple enough," the idiot replied, "that brake of mine had the allfiredest grip on to it you ever saw, and I just took it off for fear of catching the disease myself." He was gone before I had recovered enough from the shock to murder him.

I THINK that one of the greatest advantages of the safety has not been thoroughly appreciated by its many admirers, and that is that the introduction of it has been the means of bringing into cycling a class of riders who will do more to give wheeling solidity and influence than anything that could possibly have transpired. When bicycling first came in vogue, the wheelmen perched upon the top of his lofty mount, was a source of wonder to all who saw him, and the wonder he thus created was only equalled by the admiration the public felt for his bravery in thus risking life and limb. As a consequence of this idea, the adherents of wheeling were, as a rule, recruited from the ranks of the younger and more athletic portion of our citizens, and cycling was looked upon more as a passing fancy than as a means of locomotion of a more practical nature. While these ideas prevailed, the older and more conservative class of citizens feared the ridicule of their friends, and the charges of their physicians, too much to take hold of cycling, notwithstanding the fact that many of them beheld in it a means of locomotion and exercise that they had long needed. With the appearance of the safety, however, all of this was at once changed, and the elderly and more conservative class of citizens, who had formerly looked askance at the sport, saw his opportunity, and at once took advantage of it and became a rider. The result has been an enormous increase in the number of riders, and in an elevation of age averages, that was much desired. I should say that the average length of time that a young man keeps up cycling would be rather under five years than above that time, so that with the old style of things, we found the cause robbed of every one of its supporters on an average of every five years or less, and their places filled by a new set of riders who were themselves not likely to outlive that period as such. Added to this, the difficulty of legislating for and by such a number of young men was an extremely difficult performance. With the safety came the man of age and experience, and he came to stay; his adoption of the wheel was no boyish fancy; it served some useful purpose, and was arrived at only after due thought and consideration, and so it was not likely to be lightly cast aside. In most cases the man the safety thus brought into wheeling was such as could not but be of benefit to any cause he became interested in;

usually he was the man of business, dyspeptic from all work and no exercise; the professional man, run down by the claims of his profession, and the need of pure air, or the artist or the student suffering from confinement. From all of these, and a thousand other walks of life, did the safety draw to cycling men to whom wheeling meant life, and who in return for it, were but too glad to give to the cause some little portion of their time and talents. The result was at once seen; wheeling took an upward turn, its ideas were broader, and of a more lofty kind; the young giant began to feel his strength and use it; he feared not to attack individual, town or State, when they stood between him and what he knew to be his rights, and throughout the ranks of those who had formerly ridiculed and oppressed him, fear swept, leaving behind a feeling of awe and respect for a giant that could thus at one bound pass from infant to warrior. All of this, and much more, does cycling find itself indebted to the safety for, and if one can believe what informers from all sides assure us, the reign of the little giant has but just begun, and we may expect in the future to see yet even greater advantages result to the cause from it. Great is the safety, and may its shadow ever grow less, through reduction in its weight, is the prayer, I am sure, of all of its admirers.

ST. LOUIS.

"LINNÆUS."

BEFORE this reaches your readers the much-talked-of consolidation of the Missouri Bicycle and St. Louis Cycling Clubs will have been consummated, and St. Louis will therefore have one of the most powerful cycling clubs in America. The committees appointed by both clubs, with full power to act, had a meeting at Treasurer Brewster's house, and the delegates of the Cycling Club submitted their proposition, which was accepted, to consolidate with the Missouris on the following basis: First, that the club be admitted as a body, and second, that the name of the organization be changed to read Missouri Cycling Club. By effecting the consolidation the Missouris secure the fastest of our local racing men, as well as a coterie of road riders who will hold their own anywhere, and add greatly to the riding element of the club. [After going to press we received the following dispatch: Consolidation of clubs not effected; committee's report rejected as unconstitutional.—ED.]

E. C. KLIPSTEIN, now of Springfield, Mass., paid us a visit during the holidays, and was warmly received by his many friends. On Monday last he led the Missouri's gymnasium classes, and introduced many new features that had been adopted by the Springfield gymnasium, of which he is a prominent member.

RECRUITING in this State is not what it should be, and I am convinced that a number of Local Consuls as well as committee members are not doing their duty, as otherwise our applications would number many more. With but few exceptions, the officers of the Division pay little or no attention to this important matter, and unless a decided improvement shortly takes place, I know of a number of official heads which will drop into the basket.

LAST Saturday Mayor Noonan signed the amended tire ordinance and it has now become a law. Just before he had affixed his signature a delegation of wagon makers waited on him, with the intention of asking him to sign it. The Mayor asked if the bill were "all right," and they replied it was. Wagon makers now claim that they objected to the bill in its original form because it was not drawn up to modern ideas of wagon architecture, as it would force them to put two-inch tires on as light a vehicle as a sulky, just because it was drawn by one horse, etc.

UNDER the new law, road overseers are elected in this State. They are elected the same time in April as the School Directors. The County Courts will re-district the counties at the February term; each road district shall include not less than one nor more than six school districts, except where a school district lies in two or more counties; then the county line shall be the boundary of the road district.

RAIN spoiled the run which was on the boards to come off on New Year's night to Ballwin, and as a consequence all the entries save that of Will Harding were withdrawn. The time of starting was set at 10.30 P. M., but it was postponed with the hope of seeing the rain cease. After waiting some fifteen minutes, Harding started, and arrived at Ballwin a few minutes before one o'clock, thus winning the dinner and the bottle of wine offered by the landlord, as well as a number of prizes put up by the local dealers.

PROFESSOR PENN, Chairman of the Highways Improvement Committee, is already hard at work getting out circulars to be sent to all of the newspapers in the State, calling their attention to the great need of better roads, and asking their co-operation in this important matter. The committee will put itself in correspondence with all the State's road officers, and for their names it must depend on Local Consuls. A written agreement will be made with all papers to publish road improvement matter, to be furnished them by the Chairman, and as soon as the public mind is sufficiently educated to the necessity of better highways, a road bill will be prepared to be introduced at the next session of the Legislature.

BALTIMORE.

"ARGUS, JR."

I HEAR rumors that one of our largest League clubs is very careless as to whether its members are or are not members of the League. I cannot vouch for these rumors, but it seems to me that even a suspicion of such a condition of affairs should prompt an investigation.

WHILE I am on the subject of League clubs, by the way, it gives me pleasure to mention a report that the Chesapeake Wheelmen, of this city, are soon to ask to be made such. One can always gamble on the Chesapeakes as a progressive organization.

A COPY of the Pennsylvania, etc., road book has reached our Chief Consul, who has written to inquire upon what terms Maryland can get it. When this is ascertained the Board of Officers will discuss the advisability of adopting the book as official for this Division.

MR. AND MRS. S. T. CLARK are on the stormy bosom of "the puddle," with only the "Etruria" between them and a salt bath. They left on Saturday.

ON Sunday the large adult smile of our Vice Consul, George F. Updegraff, dawned upon us. George says that his particular pet, the Hagerstown Bi. Club, is soon to move into elegant new quarters, upon just one of the many rooms of which $300 will be lavished for decorative purposes.

ALBERT THOMPSON, of the Maryland Club, has become a benedict, and as a consequence has retired to the associate membership list. It does not generally last long, however.

ONE of our wheelmen is credited with having discovered that riding a bicycle is a sure cure for La Grippe. He does not, however, tell just how a victim is going to manage to ride.

NEW HAVEN.

"ELM CITY."

THE formation of the Connecticut Wheelmen's Polo League was effected last week. It consists of teams from four clubs, viz., Meriden Wheel Club, New Haven Bicycle Club, Ramblers and Bridgeport Clubs of Bridgeport. The Hartford Club could not come into the League, as they have no rink to play in. Twenty-four games are played, each team playing eleven games. A great interest is taken in the games already.

ANDREWS, the Captain of the New Haven Bicycle Club team, is a dandy polo player, and he is getting his team into first-rate playing condition. We (the New Havens) played a return game with the Meridens last Thursday, and defeated them 5 to 4. It was a very exciting game, and we take considerable pride in defeating them. Thursday, January 9th, we play the first of the championship games with the Ramblers of Bridgeport. Mr. F. N. Kinney, as the originator and manager of the polo scheme, deserves much praise for his hard work in this direction.

THE N. H. B. C. celebrates its tenth anniversary January 24th, with a banquet, at Loomis Temple of Music. Prominent wheelmen will be in attendance, and good speeches and an enjoyable time guaranteed.

THE club here is prospering in their new quarters. A musicale is held every Sunday afternoon, and we have a first-class orchestra composed of club members.

SEVERAL of our members are contemplating a trip across the continent in the spring.

WE have been interested in the discussion between "Nostaw" and A. A. Dean. We think "Nostaw" is a little previous. As far as road signs go, I have always found plenty of them, when needed, on our country roads, though not L. A. W. signs. But road signs are posted pretty generally on our country roads, and the Connecticut Road Book is far better than all these signs put together.

I HAVE stopped at a good many League hotels and non-League hotels, but never struck one yet that treated me as I was at the Atlantic House, in Bridgeport, July 8th last summer. They did not pretend to give any reduction, notwithstanding that fifty or sixty wheelmen were there, and they more than gave a reduction on table service. It was all a man could do to get anything to eat at all and more than half the viands called for were "out." It took me one and one-half hours to try to get dinner. Then I got furious, went down, paid my bill and got dinner elsewhere. This is what Bridgeport calls a "first-class hotel." Look out "Nostaw," when

speaking about hotels in the northern part of the State. "People in glass houses," etc., you know.

I AM sorry to see Mr. Dean sat on so heavily, and if all L. A. W. men were as good workers as he, the Nutmeg State would have good roads to-day.

PORKOPOLIS NOTES.

"STAR."

THE old saying, that those who pay the least find the most fault, was strikingly illustrated during the tour of the Ohio Division last summer. A certain individual who rode a borrowed wheel, wore borrowed clothes, and was not even a member of the League, found so much fault and raised so much disturbance when anything did not happen to suit his fastidious tastes, that all who heard him were thoroughly disgusted and exasperated.

THERE is a wheelman in this vicinity who until recently attended the runs of the Kenton Club so regularly, that it was generally supposed that he was one of them. Such, however, was not the case, for nothing loth to enjoy the advantages of the club, he did not seem at all desirous to assist in defraying its expenses. His actions on the race track have been such that he would not be permitted to compete in a race held under the auspices of any local club, and if his name should ever appear in the list of applicants for membership in the League there are about fifty local wheelmen who would send in a protest that would be nothing if not emphatic.

A FEW days ago I had the pleasure of seeing a sketch that Buckles had made for the covers of the meet programme. It is novel, unique and peculiar. Charley Allen is to furnish the literary part, and his rich vein of humor, his sparkling wit and glowing style, are a positive assurance to those who know him that his effort will be a departure from the usual rut and will completely eclipse all previous programmes.

EVER since "Hawkshaw" made that remark about the "Wild, Windy and Woolly West," I have had a sort of sneaking feeling, that has been intensified by the events of the past two months, that he was right and that we were rather barbarous, uncultured, and behind the times. Why just look at Ohio! Her officers nominated Dunn and are supporting him like a family of brothers, whilst the New York Division are having a regular monkey and parrot time of it. Just think of what we have missed! Just think of the fun we might have had if we were only a little more advanced! Yes, we are certainly away behind.

NEW JERSEY NOTES.

"NITRAM."

A NEW and taking feature was recently conceived by some of the members of the Plainfield Bicycle Club; it is "The Saturday Night Entertainment Committee," whose duty it is to furnish entertainment and refreshments for the members on that evening, and as it is intended that every member shall have a chance to distinguish himself; a different committee, consisting of two, will act each Saturday. Committees have been appointed. It has for a long time past been the custom of this club to have some sort of hilarity at the club house every Saturday night; the boys very seldom think of making any social engagements for that evening, as it is universally considered club night. Only occasionally, however, did the members have refreshments at these "rackets." Now the homely but healthful gingerbread, the festive and hard to digest doughnut, and the inspiriting apple (fluid) help to hold high carnival. When to these is added hot clam broth, as prepared by Moy only, the Plainfielders' cup of bliss is full.

LAST New Year's night will long be remembered by both the Harlem and the Hudson County Wheelmen. On that night a party of eighteen of the Hudson Countys called on the Harlem boys, and were received and entertained in a royal good manner. The chair which the Harlem Wheelmen won at the fair of the H. C. W. last month, has a very neat silver plate fastened to it, on which is engraved: "The most popular cycling club; voted to the Harlem Wheelmen at the Hudson County Wheelmen's Fair, Dec. 17th–21st, 1889," and occupies a prominent position in the club house.

ON Monday evening, January 20th, Park Sisters' Quartette (instrumental), and Mr. Marshall P. Wilder (humorist), will give a very entertaining programme under the auspices of the Atalanta Wheelmen, at Association Hall in Newark. The committee in charge has sent invitations to the surrounding wheel clubs, and it is expected that quite a delegation of wheelmen will avail themselves of this grand treat.

AT the annual meeting of the Hudson County Wheelmen an election was held on Thursday evening, January 2d: President, Geo. H. Earl; Secretary, Geo. C. Thomiar; Captain, Edward J. Day. The Board of Trustees will meet to elect a Treasurer in a few days. At this meeting it was decided to give a reception at an early date to the ladies who so kindly assisted at the recent fair held by them, and a committee of twelve was appointed to make the necessary arrangements. It has been the custom of this club for the past two years to award medals to the members making a record of 1000 miles or more during the season, and this year will be no exception.

NEW ORLEANS.

"NOKOMIS."

LOUISIANA is now a full-fledged Division of 100 members. That century that Harry H. Hodgson has been striving so hard for has at last been attained. In doing this he has made a record for the Louisiana Division that surpasses any other ever made by any Division since the organization of the League. Here it is. Last year the membership was 57; of this 57 54 renewed, which made a percentage of renewals of 95 per cent. Last year the membership was 57, and this year, at present writing, counting applications on hand, the membership is 110. This is an increase of 100 per cent., with four more months to run on. Can any Division show such a record? Maybe Harry H. doesn't feel good. Next Saturday evening a meeting is called at which a Vice Consul and a Representative will be elected. It is expected that this meeting will be the largest of any that has ever been held here.

FROM rumors I hear, it seems that the meeting of the Racing Board at Chicago is going to be a "lively" one.

THE last race for the Betts medal having been declared off, the next one will take place about the 26th inst. Southern record this time.

HARRY NATHAN, a L. C. C. man, late a resident of Texas, has come back to his first love, the Crescent City, and his old friends are glad to welcome him back.

THE L. C. C. Club House Committee report great progress on their house. It will be a beauty, and the Louisianas will be justly proud of same, for it will be the first house ever built and owned by any cycling club in the South. Their membership is now over 70, which includes several ladies.

WEATHER of late has been very fine, and consequently the roads around the city are in prime condition, and any Sunday morning groups of wheelmen may be seen wending their way to "the Lake," Shrewsbury, or to the "Fort."

TENNESSEE BOARD OF OFEICERS.

SPECIAL MEETING.

THE officers of the Tennessee Division held a special meeting at the office of B. A. Patch, Secretary-Treasurer, Clarkesville, on December 31st, 1889, for the purpose of taking steps toward securing legislation in Tennessee for the improvement of highways. The Tennessee Legislature holds its next meeting about a year hence, and in the meanwhile active steps will be taken preparatory to introducing a bill for the improvement of highways in the State. The work is in the hands of Chief Consul J. R. Wilson, Jr., and the plan is to communicate with every member of the Legislature between now and the time for introducing the bill; and, in every way possible, educate the people up to the point of requiring better roads. This last purpose will be carried out through the press, mainly. Chief Consul Wilson will soon commence work on the bill with the aid of a competent lawyer, who is a member of the State Legislature, and every effort will be used to pass the bill. The exact nature of the proposed bill has not been determined upon as yet, but will be announced later.

The Tennessee Division has a very small membership, when compared with that of many of the other States, but our officers are alive to the fact that there is no time like the present at which to begin the good work of securing better highways, and it behooves each and every member of the Division to lend a helping hand in the cause, and do all in their power to set plainly before the minds of our farmers and others, the great benefit that better roads will confer upon all classes of people, especially those who have to haul their products over the country highways. We have a good many good roads in some sections of the State, but we want good roads *all over* Tennessee; we want highways connecting the three sections of the State with one another; we must have a different method for keeping the roads in repair (?). The present system of working out the road tax is not as it should be, and not until this is abolished and the proper laws are passed for the building and maintaining of public roads, will the highways of Tennessee be what they should be.

DASH.



WHY NOT YOU?

IN EVERY TOWN IN THE UNITED STATES THERE IS AN OPPORTUNITY TO OBTAIN THE AGENCY FOR THE "EAGLE," UNLESS IT HAS ALREADY BEEN SECURED BY SOME FORTUNATE PERSON.

IF IN YOUR TOWN IT IS STILL OPEN WHY SHOULD NOT YOU HAVE IT?

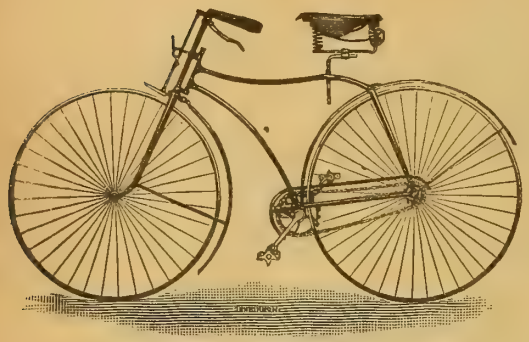
LAST SEASON EVEN WHEN THE "EAGLE" WAS COMPARATIVELY NEW AND UNKNOWN MANY OF OUR AGENTS SOLD A LARGE NUMBER OF MACHINES AND ADDED MATERIALLY TO THEIR SUPPLY OF CASH; IT IS CERTAIN, THEREFORE, THAT THIS SEASON WHEN THE "EAGLE" HAS A WORLD-WIDE REPUTATION, AND THE PROMINENT RACING MEN OF THE COUNTRY ARE MAKING IT THEIR PERMANENT MOUNT, THAT THOSE WHO ARE LUCKY ENOUGH TO SECURE AN AGENCY WILL BE MANY DOLLARS IN POCKET BESIDES OWNING THE BEST AND SAFEST BICYCLE EVER BUILT.

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The Eagle Bicycle Mfg. Co.,

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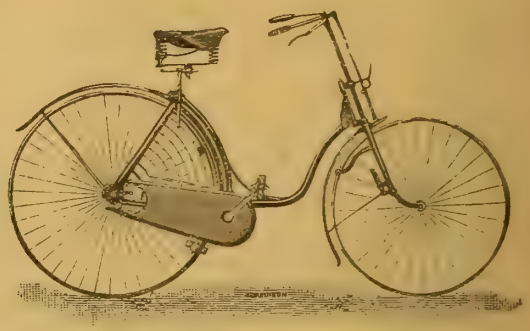
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SWIFT SAFETY.

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THAT



LADY'S SWIFT SAFETY.

THEY ARE CORRECTLY NAMED.

THE COVENTRY MACHINISTS' CO., Limited,

BOSTON.

Why don't you call and see us at our

NEW BOSTON STORE ?

We want you to, and know a visit will prove most interesting.

Our complete line for 1890 is on display there, including our new rear driver,

The American Light Rambler

(Spring frame, hollow rims, tangent spokes.)

And then too there is the

MERRITT TYPEWRITER.

It costs but $15, and is perfectly practical mechanically.

Catalogue ready in a few days.

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NEWS AND COMMENT.

THE Poughkeepsie, N. Y., Bicycle Club have made great improvements in its club rooms. The growth of the club has necessitated the enlargement of the accommodations. The parlors are the handsomest in the Hudson River valley. Still more important changes are to be made, and in time the bicycle club will become one of the leading organizations of the city. New Year calls were received, and an elaborate lunch was furnished for the entertainment of visitors.

IN the election of the Long Island Wheelmen held last Tuesday, Mr. Charles H. Luscomb was elected President by a majority of seventeen votes.

WE were delighted to receive a visit from Mr. Charles Richards Dodge last Wednesday. Mr. Dodge has been absent some time in Europe on special business connected with the United States Agricultural Department. Mr. Dodge will be located in Washington. He is looking hearty and speaks glowingly of the splendid time he had while abroad.

WE think that the first theatrical or operatic bicycle club ever formed is the "Andrews Opera Co. Bicycle Club." This company travels through the West, Kansas, Minnesota, Colorado, etc. The new club has applied for membership to the L. A. W.

GOOD old "Jack" Prince has risen to the dignity of a Colonel, if we are to judge by the item in the Omaha, Neb., *Democrat*, which states that: "Col. John Shillington Prince will devote his leisure hours to the construction of a treatise on 'Bicycling, Its Uses and Abuses by the Female Sex.' The work will be copiously illustrated by Senor Mardis." This reckless bestowing of titles would indicate that the ridiculous custom ridiculed by Dickens in Martin Chuzzlewit is still in vogue is some sections of the country.

THE reception given by the Rambling Wheelmen of Bridgeport, Ct., in Bostwick Hall, West End, on New Year's Eve passed off in a very auspicious manner. The little hall was filled with dancers who merrily danced the old year out and the new year in. The toilets worn by some of the young ladies were simply exquisite in every detail. A number of the New Haven boys were over, and helped to swell the ranks of the merry throng. Although not financially a great success the club netted a very neat little sum from the entertainment. Fully several hundred visitors called on the Rambling Wheelmen at their rooms on Main street on New Year's Day. A sumptuous spread had been prepared where the hungry visitors could regale themselves to their heart's content. It is needless to say that the opportunity was improved upon with a will, and everybody went away with the feeling that when the Ramblers do a thing they do it up in just the proper style.

"Trebor" writes us: "The annual meeting of the Queens County Wheelmen of Richmond Hill, L. I., N. Y., for the election of officers and other business was held on January 3rd, 1890. It was a very full meeting, only two members being absent. After following the regular order of business the meeting proceeded to the election of officers for the ensuing year. It was decided to give mileage bars for the ensuing year; each man making 1000 miles to get a bronze bar and after getting five bronze ones, he gets a gold one. The club is in a very prosperous financial condition, thanks to our late treasurer, Mr. Roberts, and has a handsome balance in the treasury, all debts being paid. The boys are already to be seen on the road, enjoying the pleasant riding weather we are having, and several of them have done quite a little on their 1890 mileage."

THE Milwaukee (Wis.) wheelmen have arranged for a series of dancing parties to be given during the winter, the first of which will take place at Germania Hall on January 23. The members manage to amuse themselves during the winter by playing billiards and chess at their rooms at 225 West Water street. They are very fond of chess, and tournaments among themselves add to the interest felt in the game. Their rooms are neatly furnished and they have a well-stocked library.

OUT-DOOR racing at Christmas tide in the latitude of Rochester, N. Y., is decidedly a novelty, and yet the Genesee Bicycle Club of that city had a very exciting race for the club championship, Dec. 30. The distance was five miles and the race was won by Peter J. Dukelow in sixteen minutes and thirty seconds. This race was to come off on Thanksgiving Day, but had to be postponed on account of the weather. The prize is an elegant gold medal which was held last year by B. A. Pratt.

THIS is the way the Cincinnati *Gazette* refers to a New Year's entertainment to be given by one of the local clubs: "Although their punch bowl has been purloined and their cider keg is empty, the Cincinnatis still have some tire cement, liquid enamel and lubricating oil, and will be glad to see their friends on New Year's Day."

THE annual New Year's Eve "stag" of the Citizen's club of New York was a grand success. Over one hundred wheelmen participated in the revel, which lasted until the new year was well started. James S. Burbank was the entertainer in chief, assisted by an orchestra and an immense bowl of punch. The latter was a large element in the festivities. The early part of the evening was spent in bowling at the Citizens' Ninth avenue alleys, and the club house entertainment began at 9.30. Seldom have the "Cits" had such a jovial reunion.

THE Maryland Bicycle Club, of Baltimore, kept open house on New Year's night. The visitors were received on the first floor by a committee composed of M. Norris, E. P. Hayden, E. F. LeCato and S. T. Clark, assisted by the House Committee, H. T. Williams, F. J. Lindsay and J. H. Bennett. Professor Emerick's string band furnished music, and a fine lunch was served. Among those present were Mayor Davidson and ex-Mayor Latrobe.

GOOD roadways built with money raised by road bonds will be here for posterity to enjoy, and posterity will be made able to pay the bonds by the construction of the roads.

THE Victor Cycle Club, at Relay Station, Md., held a reception on New Year's eve, and danced the old year out and the new year in, by the music of a harp.

THE San Francisco *Call* states that the three delegates from California are non-committal as to how the votes will be cast.

ON New Year's eve the Hagerstown, Md., Club gave a hop at Hose Opera Hall, Hagerstown, Md. A large attendance was present. Prof. Ziegler's orchestra furnished the music.

MR. W. C. MONRO, of Cincinnati, writes us: "The suggestion of 'Linneus,' that arrangements be made to have a series of articles on road making appear in the 'patent insides,' should not be lightly treated, and it is to be hoped the Committee on Improvement of Highways will take the matter in hand. Almost all the country papers are now furnished with 'patent insides,' and almost every farmer takes his local paper. This, it seems to me, is a very important matter."

THE first club run of 1890 of the Century Wheelmen, of Philadelphia, was started at 12.01 A. M. January 1st, to East Park and return. The members were provided with cowbells, horns, whistles, bells, etc., to celebrate the occasion. The riders were Dalsen, Brown, McGlathery, Degin, Whiteside, Bahl, Walker, Carey, Allen, Hare, Keim, Sadler, Schell, Fruh, McCune, Spicer and Maggi.

THE Thanksgiving Day meet of the Wilmington (Del.) Wheelmen, to raise funds for the improvement of the New Castle road, netted the sum of $56. The club house project is progressing finely, and the club expects to be housed on or before March 25th.

ON Christmas Day the Napa Valley (Cal.) Wheelmen celebrated the opening of their new rooms, and admission as a club into the League, by keeping open house from 1.30 P. M. until 10.30 P. M.; Vineyard Valley best and a general smoker for the evening, music, songs and games of all kinds made the boys wish that Christmas came every month.

AT the annual meeting of the Melrose, Mass., Cycle Club officers were elected for the ensuing year. The club now has a membership of fifty, and is in a very flourishing condition. Tuesday evening, January 14th, the club will have a ladies' night. A course of assemblies is being given, commencing January 3, and held every other Friday evening.

THE Hartford Wheel Club has decided not to enter the Connecticut Wheelman's Polo League, as it can secure no suitable building in which to play, the custom of renting armories in Hartford to polo teams having become obsolete.

THE annual report of the Buffalo, N Y., Bicycle Club was filed with the County Clerk December 31, 1889. The assets of the organization amount to $13,362.02 and the liabilities to $6995. The club house and lot, included in the assets, are valued at $10,000, and the furniture and fixtures of the same at $2487.87. The principal item in the liabilities is a mortgage of $6000, payable January 1, 1898.

A PHILADELPHIA paper says that "the idea is slowly gaining ground that all the bicycle clubs in New York City should unite into one large organization." The "idea" may be "gaining ground" in Philadelphia, but we imagine the idea has not much foundation in New York City.

THE Niagara Falls Bicycle Club held its annual meeting and election December 9th. On December 23d the new Board of Officers gave a reception and supper to the club members. Abundance of good cheer for the "inner man," and happy speeches by the President and others, made the "wee sma'" hours creep on unawares, but before disbanding it was unanimously agreed that

"Forbes" was a "jolly good fellow," and that the only place for the 1890 L. A. W. meet is at Niagara Falls.

"NOSTAW," of Bridgeport, Ct., writes us: "The large number of clergymen of all denominations, teachers, professors, and other literary inclined and learned men, who are fast joining the wheelmen's ranks is a fact of great significance. While their books and confinement are sapping the life blood out of them they feel that some exercise is imperative for them to take. A number of years ago, this subject was, indeed, to them a mighty one. They knew that they sorely needed exercise, but what sort and kind to take was the question. Lifting machines, dumb bell exercise or a walk before breakfast was about all that was open for them. But now everything is changed. When a person is heard to remark that he is in need of exercise the first suggestion that his auditor offers is, *try the bicycle*. Men of the above-named class are rapidly seeing the wisdom conveyed in these three words, and the result is a rapid enlistment of them in the L. A. W. ranks. They are, indeed, valuable acquisitions.

MR. R. M. JAFFRAY, business manager for Mr. S. A. Miles, of the Chicago *Referee*, is in Boston this weeks in the interests of his paper. We were pleased to have Mr. Jaffray make his headquarters with us during his visit to the Hub.

MR. H. D. COREY, so long and so well-known in the cycle trade, has formed a partnership with Mr. Frederick L. Milliken, for the general transaction of stocks, bonds and investment securities in all exchanges. Mr. Corey was at one time amateur champion bicyclist, and has a large number of friends in Boston and vicinity. Mr. Milliken was for seven years the cashier of the Boston house of W. S. Lawson & Co., and is well-known among the different banking houses in this city. Messrs. Corey & Milliken have spacious offices at No. 45 Kilby street, where they would be pleased to welcome their friends.

DR. WILLIS C. CUMMINGS is a member of the Rambling Wheelmen of Bridgeport, Ct. Once in a while his poetic tendency gets the better of him, and he is obliged to unbosom himself. The last time he was attacked this way his poetic tendency spread itself in the following lines to the "baggage smasher from a bicycle:"

Handle me carefully, baggage smasher dear,
For tender are my swift and willing feet,
And if your eye is bright and keen and clear,
You'll find a choice Havana beneath my naked seat.

THUS "Nostaw," of Bridgeport, Ct.: "It is indeed gratifying to note the large increase in the Connecticut L. A. W. membership during the past year. As the statistics show, this State, next to our Northern neighbor, Massachusetts, has had the largest increase, this year's figures being an increase of 259 over those of last year. All of these facts tend to show that the wheelmen in Connecticut are up and awake, and alive to this great cause. It also tends to show that they appreciate a good thing when they see it."

THE bottle of wine offered by Mr. S. Bennet, of Franklin House, Tarrytown, N. Y., to the first wheelman who should reach his hotel from 110th street, New York City, on Jan. 1st, was won by W. F. Pendleton and J. H. Hanson, New York Bi. Club, mounted on a tandem tricycle, in the excellent time of two hours and five minutes; second, R. B. Morrison, Harlem Wheelmen, followed by Horton and Paynter, N. Y. B. C.; C. H. Chamberlain, N. Y. B. C.; DeGraaf and Litchult, Harlem Wheelmen; H. Pierce, Harlem Wheelmen.

THE Berkshire County Wheelmen of Pittsfield, Mass., will give a fancy ball on January 22d. A costumer will be on hand to supply all wants in that direction. The Germania orchestra will furnish the music. It is expected that this ball will be as successful and pleasant as the one given last winter.

MR. LUTHER L. SMITH of Grand Rapids, Mich., thus writes us: "To the fervent and increasing cry for better roads that seems every day more engrossing to the people at large, let me add my feeble voice, in calling your attention to an able article on "The Common Roads" written by Mr. N. S. Shaler and published in the October number of *Scribner's Magazine*. Unless I am greatly mistaken, no notice of this paper has been published in the columns of the WORLD, and I would suggest that some attention be accorded it, since all contributions tending to increase the agitation must be welcome, and furthermore since there is much in the discussion of interest to those who have this grand work thoroughly at heart."

CHARLES E. KLUGE DEAD.

OUR readers will learn with sorrow of the death of Mr. Charles E. Kluge on Friday last. Mr. Kluge was a well known figure on the racing path during the past three or four years. He held the Milburn-Irvington course 25-mile record. The cause of Mr. Kluge's death we are not aware of.

ENGLAND AND THE CONTINENT AWHEEL.

(BY GEO. D. MITCHELL.)

(Continued.)

I AROSE early one morning to pay a visit to the famous Coventry cemetery, and finally reached it, after threading through an almost endless maze of crooked streets and hedged-in walks. There is a charming peculiarity about the streets of Coventry, for they reveal something unexpected at every turn; that is, they are so crooked that you invariably come out at an entirely unexpected point. The factories, and almost everything that one has occasion to visit, are located around in back alleys, which it was my daily amusement to jump across from curb to curb, always in the rear of something or other, and requiring the tactics of a veteran pig puzzler to find them, the front streets being occupied principally by the various houses where Ellen Terry was born, Peeping Toms, and other such curios. But to return to the cemetery. It is one of the prettiest cemeteries I ever saw, only there seems to be a scarcity of graves, and I have noticed, some way, that there is always something lacking about a graveyard without graves. As I turned into a new path I came upon two figures, stooping in an attitude of prayer over one of the few graves. I approached with uncovered head, moved with reverential awe, but in passing I noticed it was only the gardener receipting a bill for a man, and as I felt myself thus let down, I registered a fearful oath that from that moment I would not allow myself to be moved by anything, however impressive, not even by the plaintive appeal of the waiter asking for a tip.

As our party of four, all with brand new wheels and outfits complete, started out from Coventry on the King's high road to London, we each presented an imposing spectacle (thus forming two pairs of spectacles), and my bosom swelled with the pride of a slide-trombone player in a circus parade. I suppose there is not such another really beautiful bit of country road anywhere, or so attractive to a cyclist, as that from Coventry to Woodstock. It is smooth and comparatively level, being graded in many places almost like a railroad, shaded by great oaks and elms that almost form a bower, and flanked by well-kept hedges, with a narrow fringe of turf between the road and the path on either side, so that the whole seems more like a fairy scene or exaggerated stage-setting than an actual reality. As I mounted the easy hills I was urged on to my task by the mixed fragrance of blooming locust, wild roses and new-mown hay, which latter, by the way, seems much more poetic when "snuffed from afar" than when courted at a shorter range.

The five miles from Coventry to Kenilworth was passed before we realized it. I scarcely know of a road in America to compare with it. We made the descent into the town by a long coast, which led through what was almost a park, and as we swooped down upon the unsuspecting village, through this leafy bower, I felt my soul thrilled with a delight which revealed new possibilities in life for me, and which my bumpety-bump coasts in America had failed to inspire. It seemed to me like a roller coaster and a toboggan slide rolled into one, with the promised land and a freshly-gilded harp at the lower end.

We made an advance upon Arnold, the Fruiterer's, and rested while we watched the two wholesome looking daughters of the house preparing our light noon-day refreshment, and right here let me offer an unconditional eulogy upon the rosy complexion, red lips, beautiful hair, and frank, natural ways of the English country girl, who, with due respect to the girls of America, presents a picture of health and native beauty which, to say the least, is refreshing. The strawberries we had were the finest by far that I ever saw, for some of the smaller fruits they raise here to perfection. Fine, well-baked bread, plenty of milk, cheese and cakes, formed the rest of our luncheon, and it was all so excellent—and only a shilling—that I hope I may live to help erect a monument to Arnold, the Fruiterer, as there are still places over here where a few more monuments can be crowded in.

The country all around Kenilworth is most charming, and a cyclist who hadn't the record-breaking mania could well spend a week in the neighborhood, as many do every summer. We visited the ruins of the old castle, of course, but the place was full of picnickers, whose rollicking sports seemed strangely ill-fitted to the surroundings, and which marred the impression I had received on a former visit, when with only the peaceful sheep around, the old walls, in the serene quiet, seemed fairly communicative.

On the way from Kenilworth to Warwick, we stopped at the old Saxon mill at Guy's Cliff, where we met an American gentleman, who was on a pedestrian tour, and with whom we exchanged points and passed mutual good wishes in that spirit of fellowship which makes Americans away from home old friends at once. We also had a drink from the old pump, of the finest water we have had in England, for however the infrequent use of water over here for drinking purposes may have been sportively referred to by face-

tious historians, it is no less a fact that a good drink of water is about as great a luxury as one can imagine. I have hardly seen half a dozen pieces of ice since I landed. Cold drinks are practically unknown, but this is no doubt a boon to cyclists, for our indiscriminate use of ice is the one thing that Englishmen ridicule most sharply in Americans.

Arrived at Warwick; having seen the sights myself on a former visit, I left my fellow-wheelmen, and rode over to Leamington to feast again on the beauties of the favorite old watering place, which I suppose is about the prettiest town in all England.—Leamington, where J. Bagstock, "tough old Joey," and Mr. Dombey came to sojourn a while, you remember. It was now approaching evening, but we knew that with the long twilight we could yet reach Stratford-on-Avon, nine miles away, before ending our stage. By a long and gradual ascent, the road being graded down in some places by deep cuts, and winding between the grassy terraces thus formed, we reached Sherbourne Hill, whence we commanded a varying prospect of field, hedge and wood, with one or two far-away steeples relieving the scene. A long coast brought us into Stratford; in fact almost all the towns of this district are located in valleys, allowing us a fine ride into them, but necessitating a hard push out again.

I conducted my three companions through the town in the dusk, and seeing a half-timbered house sufficiently ancient-looking for my purpose, pointed it out to them as the birthplace of Shakespeare, upon which they went into the appropriate raptures over the old place, and succeeded in surreptitiously making off with some small fragments of the same for mementos; next morning I escaped only by pleading that I had mistaken the house, but having labelled the fragments as souvenirs from Shakespeare's birthplace, they decided to keep them to work off upon some unsuspecting curiosity cranks at home.

(*To be continued.*)

HOW THEY RUN RACE MEETINGS IN AUSTRALIA.

Dear Bicycling World: Thinking it might interest your readers to hear direct of the interest taken in wheeling at the present time in the "Queen City of the South," and wishing to let my friends know my whereabouts, and that I am still "doing a trick or two on the silent steed," I take pleasure in attempting to give you an account of the first day of the spring meeting of the Melbourne Bicycle Club, and the "Austral," a two-mile ordinary bicycle race which is the event of the year, here in the Colonies, in wheel racing. The meeting was held on the Melbourne Cricket Club's grounds, which are the finest in Australia. They are large and prettily laid out, with a "public grand stand" which seats 8000, and a "members' stand" seating 2000. The grounds are in themselves worth paying a visit to, and I doubt if there are many in the States to compare with them.

The meeting of yesterday was in my opinion one of the largest attended and most successful meetings ever given anywhere. There were fully 20,000 people present, a large number being of the fair sex, who, with their bright colored dresses, promenading up and down the beautiful green lawn, helped vastly to make the scene a picturesque one. The Governor, Sir William "Wobinson," was present, and seemed as much interested as anyone (he being himself an active wheelman).

The weather was perfect, as far as comfort was concerned, but there was too strong a breeze for fast times. The attendance and receipts were very gratifying to the club, especially so as they were liable to some loss, owing to the race having to be postponed the preceding Saturday.

The following is the programme of the races:

One-mile novice bicycle race—First, A. J. Davey, Suburban Bi. Club, 80 yards; second, K. Lewis, Southern District Club, 60 yards; third, W. H. Leach, Southern District Club, 40 yards.

A detailed account of the races would not be of general interest to your readers, but a couple of incidents related here will indicate to you how they run races in Australia. In the novice race there were two starters, and P. T. Sharp, of the Victory Bi. Club, came in first, but as his trainer did not leave the track immediately after the start, as the rules require, Mr. Sharp was disqualified, and the race was given to Mr. Davey. This fact indicates that the Australian race officers will not allow any monkeying with the racing rules.

In the "Great Austral" two-mile handicap, for a £200 trophy (or pot, as the racing fraternity call it), there were 34 starters out of the 47 entries. There was a little delay in starting this, as the Governor was late, and had sent down word to postpone it awhile, but it was but a short break, and when it was started it was a brilliant sight indeed, the bright costumes of the riders making a very striking contrast with the beautiful grounds, and here I wish to state that the Australian wheelmen deserve great credit for the tasty appearance they make on the track, particularly the Victorians. The rules of the Union compel each rider to wear a satin jacket and cap and white knee tights, the same as in horse racing, and each rider must always use the same colors. This not only makes it very easy to pick out a rider, but it adds very much to the appearance.

The men all started well in the Austral. Dingle, the limit (400 yards) man, held the pace for the first two laps, but was overtaken by Twentyman in the third, and held for several laps, and it looked as if he would win, when for some unknown reason (except perhaps to himself), he collapsed. Mullins, the South Australian representative, now gradually went to the front, and before the commencement of the last lap it was seen he had the race in his hands; he eventually won. Greenwood second and Chrisp third. Tom Burst, the champion, who rode from scratch, made some gallant efforts, and two or three laps some very fast time, but the strong wind put him out of it.

Almost immediately after the race Mullins, the winner, made the remark: "I have been laying for this race for the past three years!" This remark came to the ears of the officials, and Mr. Mullins was promptly suspended for two years on the ground that he had been *riding in false form!* Another instance that Australian racing officials cannot be prevailed on to wink at sharp practices.

Immediately after this race I gave an exhibition, first in my burlesque act, and then on the Eagle and the ordinary.

The racing was good but the time slow compared to the time made at home, but the grass track must be taken into consideration.

There was a nice little bit of flirting indulged in during the afternoon on the lawn. Of course every girl has her fellow out here if she is "any good at all," and although there was not very much chance for isolation, several couples found quiet corners to themselves.

"How would you like to see me on a bicycle?" asked Adonis.

"I would sooner see you by my side," was the naive reply, and then she sighed and he sighed, *side by side.*

Expecting to reach good old Boston again ere very long, I am off this afternoon to fill an engagement at the South Sea Exhibition.

With regards, I am, yours fraternally,

W. S. MALTBY.

Melbourne, Australia, Nov. 24, 1889.

CORRESPONDENCE.

[*The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.*]

IS MR. SHRIVER A CANDIDATE?

Editor Bicycling World: I have just seen a letter of Mr. E. J. Shriver, dated December 21st and published in a late issue of your paper, in which Mr. Shriver, in his characteristic manner attempts to throw cold water on the candidates for the presidency of the League. Mr. Shriver ought to know that a proper consideration for New York State and the common courtesy due to Mr. Luscomb as an able, successful and popular candidate, imposes upon him (Shriver) the duty, if not the inclination of giving Mr. Luscomb his support in the pending canvass. For my own part, although I am not a delegate I am pleased by the masterly manner with which Mr. Luscomb disposes of difficulties which would appall men of less calibre, and I have no doubt Mr. Shriver will see the wisdom of getting on the right side of the fence before election. Everybody knows that Burley Ayers in not a candidate and probably does not intend to be. May it not possibly be that Mr. Shriver by his clever attempt to decry the candidacy of Luscomb (of course Mr. Dunn is out of the race) is only manœuvering to suggest himself as a possible candidate for the office of President? A LUSCOMBITE.

Dated January 6th, 1890.

ELECTRICAL STARTING, TIMING AND PHOTOGRAPHING.

Editor Bicycling World: In the WORLD of December 20, you ask to hear from some one versed in the science of electricity, as to the feasibility of producing an electrical contrivance for the timing, starting, photographing of bicycle races. Although not an Edison, Thompson, Rowland, Sprague or H. P. Brown, in 1879 I built a contrivance for a Fire Department hook and ladder race and a foot race. The hook and ladder companies started with their hind wheels resting on a line which was attached to an electrical attachment, and as soon as the hind wheels left the line a bull's eye dropped and at the same time started a clock. At the finish the H. L. team stood up a thirty foot ladder and a man ascended and grasped a wire stretched

across the track and by pulling same stopped the clock, thus giving the most accurate time possible for such a race. For hose cart races the start was the same, but at the finish there was a fixed disk which stopped the clock when the water from the hose struck the disk. In straight away races everything was the same excepting when the team crossed the finish and the hind wheels of the cart or truck struck the line the clock stopped. In foot racing or bicycling I would suggest that an electric mechanical gong be placed at the start to take the place of a pistol shot, as it can be worked by an unseen button in the judge's stand or other place desired. For handicap races an electric bell should be placed by each racer and rung by the starter by pressing the button. This would beat the old style of looking back for smoke or listening for pistol shots. The cost of such a contrivance with starting and stopping clock attachment, all to work from one push of a button; strike the gong to start, start clock and stop clock when winner crosses line, would be from $15.00 to $30.00. The pistol shot can be used for this attachment by those preferring it.

Before we held our Thanksgiving meet at this place (Napa, Cal.,) I had plans all made out to construct such an aparatus, but I had too many irons in the fire and did not get it finished. I have also plans for attachments to the above which prints the time on paper the instant the winner crosses the tape.

As for the use of a camera, I can send you photo. of the same which I made for a party in Alameda two years ago, but I have not heard of him since, with the exception of a few pictures. As soon as the weather clears up I will forward some electrical pictures taken with my camera whereby you can judge. "California on Wheels," Vineyard Valley Wheelman. R. A. SIMON.

Napa, Cal.

TENNESSEE MEANS BUSINESS.

THE *Commercial* (of Memphis, Tenn.,) has to keep the agitation for a Public Road Convention alive until it is a consummation, one, as we know, that is most devoutly to be wished for. "To what the *Banner* says as to the place of holding the convention, we are free to say we are indifferent, although we are still of the opinion that we have given some pertinent reasons why it should be held here in Memphis. But we are more intent upon good results for the State and the States contiguous to ours than we are upon any small advantage to Memphis and therefore are willing to concede the holding of the convention to Nashville. Besides, if it is necessary a tri-State convention may afterward be held here with a view to arousing in our neighbors something like the same interest that Tennessee is now beginning to manifest in this great undertaking. Let us then have the convention, in Nashville if necessary, and formulate a plan that may be incorporated in the laws of the State that it may thus become an example for people elsewhere to secure macadamized public highways that will stand the test of time and the wear and tear of ordinary travel and traffic. Let us have the best possible public roads, and it will not be long before the farmers in all parts of the State will acknowledge them a blessing, not merely because of the ease of travel they will afford, but because of the increase of values they will compel."

MR. A. O. VERY has been appointed New England agent for the Union Safety, the Warwick Perfection and Yost & Lozier machines, No. 173 Tremont street. Mr. E. P. J. Morton, formerly with the Pope Mfg. Co., will have charge of the bicycle department and look after the New England agents, and would be pleased to see any of his friends. Mr. Morton has had five year's experience in the business and is well acquainted with the New England trade. Mr. A. O. Very has the N. E. agency for the Standard sewing machines and has now added to his business that of bicycles, believing that there is a good field for the bicycle business. It is Mr. Very's intention to fit up his present store and carry a large stock of machines, also of bicycle sundries and parts. Mr. Very's location is especially desirable for local trade.

WE are in receipt of the following announcement from Messrs. Banker Bros. of Pittsburgh, Pa.: "Having purchased the stock of wheels, tools and sundries of the former firm of W. H. and W. D. Banker, we have moved out to the East End of Pittsburgh, the riding district of the city, where we will keep on hand a full stock of different makes of bicycles, tricycles, and sundries. Our firm will be styled 'The Banker Bros.' consisting of A. L. Banker and Geo. A. Banker. We opened up in our new store room January 1st, 1890. We have the exclusive agency for the Lozier & Yost safeties, and several other agencies."

RANKIN & BRUCE of Providence, R. I., whose advertisement appears in our paper, are doing a rushing business in their toe clip. They are now booking orders to be filled in the spring. The toe clip has proven to be a most excellent article and one that is selling like hot cakes.

THE HARTFORD CYCLE CO.



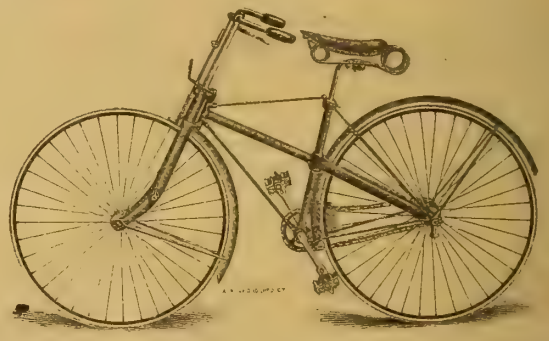
SOME few weeks ago we announced the formation of a company in Hartford, to be known as the Hartford Cycle Co., for the purpose of manufacturing cycles, and in reply to our request for announcement we have been courteously furnished the cuts, and the following information for publication.

The Hartford Cycle Co. is located in the commodious factory formerly occupied by the Hartford Engineering Co. The company has a full corps of skilled mechanics, and is further well equipped for a long and successful business career. In the announcement the Hartford Cycle Company says, among other things:

"The advent of the Hartford Cycle Co. is due, in no small degree, to an imperative public demand and a genuine desire on our part to serve the public. We do not greet you with the bold assertion that we are going to revolutionize the bicycle business. We do not claim that the Hartford, for one hundred dollars, is superior or even equal to the very few highest grade wheels, commanding the price of one hundred and thirty-five dollars. No, we base all our claims on facts, and stand prepared to substantiate them by positive proof." * * *

"The Hartford is a pattern decided upon after having been practically tested, and having been found highly satisfactory, we are confident that it will meet with the approval of those who require a well-made, simply constructed, easy running, and in every way a reliable mount at a reasonable figure. We have no intention of sacrificing quality for cheapness. We shall rely upon the intrinsic value of our goods for a prosperous career."

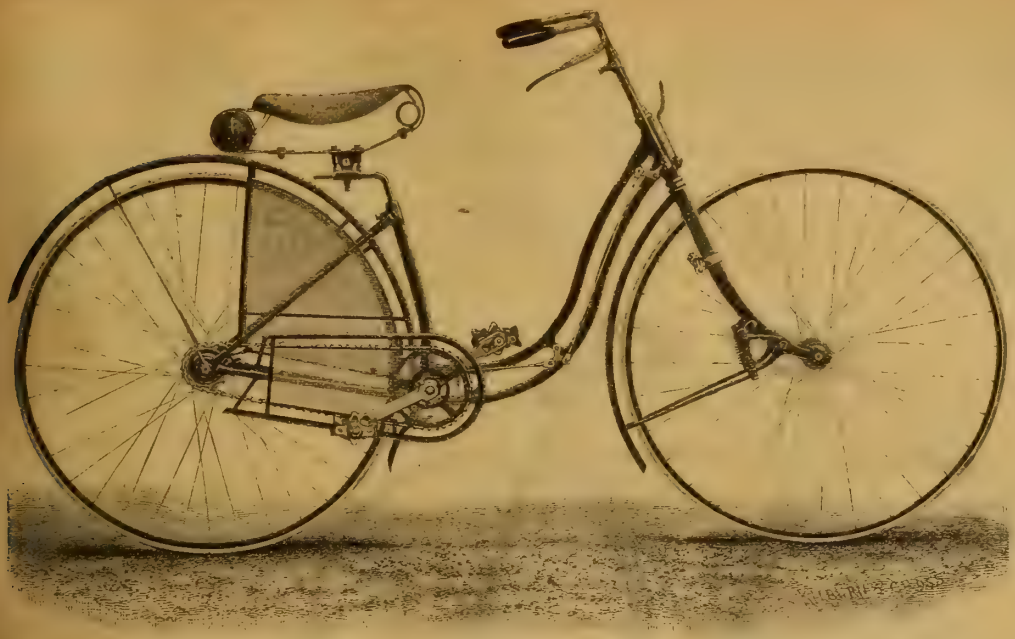
The company will at this time make only one wheel, the "Hartford Safety."



SPECIFICATIONS: Frame—Combination cross and diamond, made of cold-drawn, weldless steel tubing. Wheels—30 inch. Felloes—7-8 inch solid rolled steel, crescent shape. Tires—7-8 inch moulded gray Para rubber. Spokes—Direct, No. 11 1-2 guage, thirty-six to each wheel. Bearings—Ball. Cranks—Forged steel, detachable, 5 3-4 to 6 3-4 inch adjustment. Neck and spindle—Forged steel, conical bearings. Sprocket wheel—Detachable. Handle Bars—3-4 inch cold-drawn, weldless steel tubing, with vulcanite handles. Handle bar shaft—7-8 inch cold-drawn, weldless steel tubing, adjustable as to height in steering head, and directly connected thereto. Chain—Humber pattern, with adjustment at rear forks. Brake—To front wheel, of the well known Plunger pattern. Saddle—Hartford pattern, made under Kirkpatrick patents. Pedals—Ball, with the Hartford "Elastic" rubbers. Gear—54 inch. Tool bag and complement of tools. Spokes and small parts nickeled, balance enameled. Weight, 49 pounds. Price, complete, $100.

BOSTON wheelmen are invited to call at No. 178 Columbus avenue, the Eastern depot of the Gormully & Jeffery Mfg. Co., and inspect the new 1890 pattern of that company's wheels. They consist of the tangent spoke Rambler, the 1890 pattern Light Champion, and the 1890 pattern direct spoke Rambler. Mr. Schaaf will be pleased to have all wheelmen call.

MR. CARLE P. CUBBERLY, captain of the Somerville (Mass.) Cycle Club, and well known as a popular teacher of dancing, has accepted a position with W. W. Stall, and will represent him at 509 Tremont street, Boston, and on the New England circuit.



THE COLUMBIA LADIES' SAFETY.

We are pleased to be able to present to our readers this week cut and particulars of the latest novelty of the Pope Mfg. Co., the "Columbia Ladies' Safety." The company says in regard to this machine:

"Appreciating as we do both the benefit conferred by those ladies who have added themselves to the ranks of cyclers, and that received by them, we could not do less than turn our best efforts and resources to the preparation of a safety bicycle particularly suitable for their use, and affording them all the advantages of a Columbia in its perfectness of design, manufacture, and finish, backed up by our unquestioned guarantee—a point adding materially to its value and one which will not be overlooked by the careful buyer."

Frame.—Here two seamless-steel tubes are used, so formed and bracketed together as is claimed to be much stronger and more rigid than any other loop.

The spring fork is the same as used on the Columbia Light Roadster Safety. The springs can be replaced quickly and easily when necessary, and can be made non-acting at any time by tightening the joint bolts. The company advise the use of the spring fork for the comfort of the rider and the life of the machine, but they will substitute a continuous fork in a new machine when this is preferred.

The wheels are the company's regular tangent spoke, seamless hollow felloe pattern, and though comparatively small and light are well proportioned for their special purpose, splendidly made and very strong.

The tires are of the best quality, put in with great care under the new method and are there to stay.

The bearings are regular Columbia adjustable ball-bearings, easy running, simple, and not liable to get out of order, and if cared for according to the instructions furnished, will outwear many other parts of the safety.

The driving gear departs from that of the Light Roadster Safety only in its arrangement for taking up the slack of the chain. This is accomplished when necessary by adjusting the position of the rear wheel shaft in the slots of the frame bracket in which it is carried. The perfect adjustability of the chain is an important feature. While the gear is regularly 50, it can be furnished geared to 47 or 53 if desired.

The Kirkpatrick saddle is of a pattern especially prepared for this machine, and has no superior for comfort and safety. The handle-bar is of one piece of seamless steel tubing of larger diameter than the company has ever used before, and is very strong. The brake arrangement is strong and of easy action. The cranks are the well-known Knous pattern. They regularly use on this safety a narrower pedal than the usual size, giving 3 1-4 inches in the clear.

Adjustments.—In its arrangements for adjusting the saddle, pedals, handle-bar and brake connection, the Ladies' Safety is excellent, and any rider within reasonable limits can be fitted. A feature introduced for the first time is the adjustable foot rests, which will contribute to the convenience of the rider.

Light wire dress guards are placed over the driving-wheel and gear to prevent contact with these parts, and by no means detract from the good appearance of the safety.

Its equipment is complete, and finish unsurpassed.

Brief.—28-inch wheels. Endless moulded 3-4-inch rubber tires. Cold-drawn and rolled, seamless-steel, hollow felloes. No. 13 tangent spokes, 36 to rear 32 to front wheel, all adjustable at felloe. Columbia adjustable ball-bearings all around. Seamless-steel tubular front fork with anti-vibrating spring joints. Columbia tubular steel, double-loop frame. Adjustable crank and chain driving gear. Improved Ewart forged-steel, detachable-link chain. Detachable Knous cranks, 5, 5 1-2 and 6 inch throw. Columbia "double grip" rubber ball-pedals, 3 1-4 inches wide. 5 1-2-inch ball-bearing, socket steering head. 28-inch, one piece, 3-4-inch tubular steel, tapered and curved handle-bar, adjustable for height. Vulcanite handles. Adjustable rear wheel lever-spoon brake. Adjustable seat-rod. Special Kirkpatrick saddle. Detachable steel wire lantern bracket. Round step. Adjustable foot rests. Dust guards to driving and steering wheels and chain. Improved netting dress guards to rear wheel and driving gear. Tool bag, with Columbia B. & S. monkey wrench, screw-driver and oil can. Gear 50. Weight, 48 lbs. Finish, enamel and nickel tips.

We are advised by Mr. Sterling Elliott that they are putting the roof on their new addition to shop 60x32 feet, four stories high, the top floor (without posts) is to be used as a riding school for ladies, and others who are *less* fortunate. The total floor space now is a little over 14,000 feet, and it is covered four feet deep with hickory bicycles in various stages of ripeness, many of which will be ready to pick in March.

Says the Canton, Ohio, *News Democrat:* "The present bad condition of the public roads and highways has kept many a dollar from the Canton merchant the past few weeks. Farmers say they can hardly come to town with an empty wagon, and could some of the products of the sturdy Stark County farmer have reached a market, more money would have been put into circulation, and a great many benefitted. There lives not a man who owns a horse who has not prayed for better roads."

The Indianapolis (Ind.) *News* says: "The cold wave flag has been ordered up again, but nevertheless the Indiana Bicycle Company expects to turn out 10,000 'machines' this year. The company's business has grown too large for its present quarters opposite the State House, and a new three-story brick factory, 49x190 feet, will be built about a square and a half south of Washington street, on Liberty. Over a hundred men and boys will be employed, and the number of bicycles turned out will vary from fifty to a hundred a day. The company manufactures safety bicycles only, for the demand for high wheels is light. Ladies' wheels are not made. The company's wares are sent all over this country. The success of the company has been largely due to the business tact of a young lady, Miss Mamie Hutchinson. Two years ago she bought an interest in the business, and in a short time completely mastered its details. She gives her entire time to the company's business, and is said to be the most successful business lady in Indianapolis."

A. A. Avery and C. D. Rice, agents for the American Rambler, have presented both of the local clubs of Bridgeport, Conn., with a number of pictures. While they are partly in the form of advertisements, they are considerably above the usual line, and form very pretty adornments to the club rooms.

Mr. H. T. Hearsey of Indianapolis who has lately made great increase in his business, necessitating the enlargement of his facilities has succeeded in leasing the north half of the Meridian Rink No. 116 and 118 N. Penn street, at which place he will have a riding school and a repair shop. Mr. Hearsey was originally with Cunningham, Heath & Co. of Boston but has now built up one of the best retail businesses in Indiana.

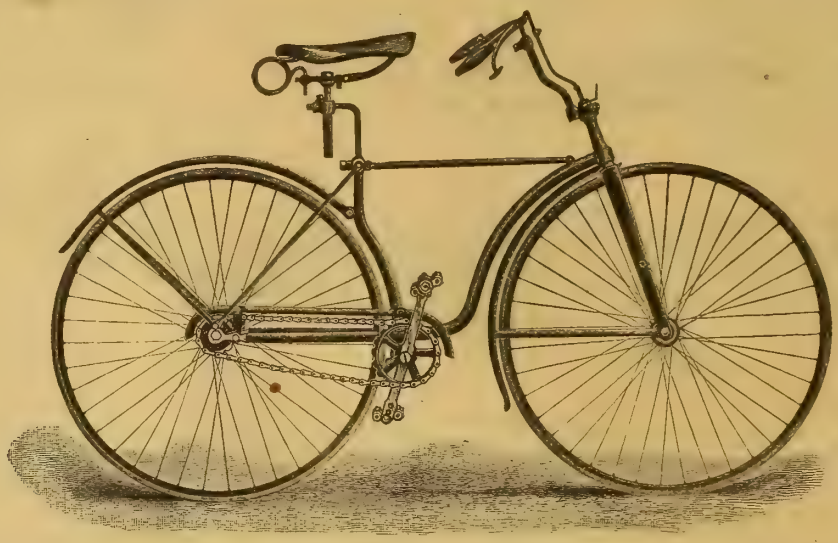
"It is excellent discipline for an advertiser to feel that he must say all he has to say in the fewest possible words, or his readers are sure to skip them; and in the plainest possible words, or his readers will certainly misunderstand them. Generally, also, a downright fact may be told in a plain way, and we want downright facts at present more than anything else."

The "downright facts" are these: For durability, thoroughness of workmanship and beauty of outline, the Warwick Safety stands first among high-grade wheels.

1890.

Perfection Safety.

Price $135.



CATALOGUES

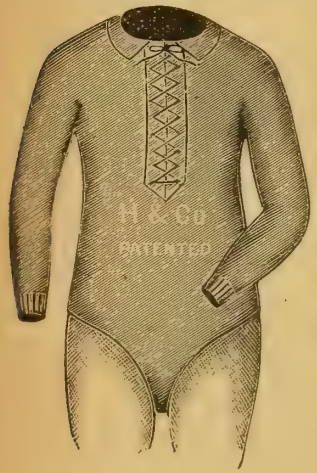
READY

JANUARY 15

MANUFACTURED BY

WARWICK CYCLE MFG. CO., - - - Springfield, Mass.

No. 881. Heavy Rib.





FULL PANTS.

(Patented.)

828.

Heavy Rib.

Improved double seat, strap & pocket.



KNEE PANTS.

(Patented.)

810. Heavy Rib,

Improved double seat and pocket.

No. 884. Heavy Rib.



FULL TIGHTS.

(Patented.)

834.

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Improved double seat and pocket.



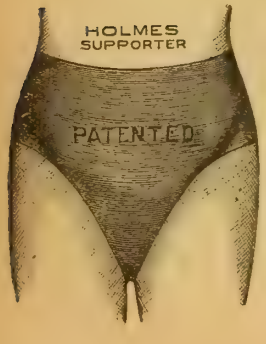


KNEE TIGHTS.

(Patented.)

842. Heavy Rib,

Improved double seat and pocket.



We hold letters patent on all these garments, and we hereby notify the trade and all MANUFACTURERS that they will be held RESPONSIBLE for manufacturing or selling any infringements on these garments.

These will all appear in our new Catalogue, and we commend all Bicycle riders to examine these Pants and Tights, as we have made improvements they will appreciate.

HOLMES & CO., - - - 109 Kingston Street, Boston.

THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unneccessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

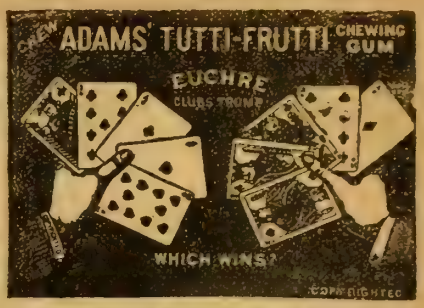
A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

Price, $25.00.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - - Room 27.

ABBOT BASSETT, Secretary.

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SECOND VICE PRESIDENT,
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309 Olive Street, St. Louis. Mo.

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Robt. A. Smyth.....San Francisco, Cal.

Transportation.

W. M. Brewster.....309 Olive street, St. Louis, Mo.

SEVERAL League clubs have elected Representatives and failed to publish the same in the official organ. The names of all Representatives should be published and a certificate should be filed as per article IX of the L. A. W. Constitution which reads, "Representatives from League clubs shall file with the Secretary a certificate of their election, signed by the President and Secretary of the club which they represent."

WE have now passed high water mark in League membership and the tide is still rising. 12,193 is the total of last year and the largest ever scored. We have many weeks yet to add to the membership and there is no doubt but that we shall show a very large increase.

Racing Board.

Mr. Malcolm L. Bridgman of Brooklyn, N. Y. and Chicago, Ill., is hereby appointed member of the Racing Board, vice Smyth, resigned.

CHARLES H. LUSCOMB, President L. A. W.

New York.

The semi-annual meeting of the New York State Division Board of Officers will be held at the Grand Union Hotel, New York City, Saturday, February 15th, at three P. M. W. S. BULL, Chief Consul.

Buffalo, January 6th, 1889.

Massachusetts.

Circular No. 10.

The following consuls have been appointed in addition to those published in BULLETIN of November 22:

The Chief Consul especially desires consuls in Amesbury, Fitchburg, Florence, Gloucester, Jamaica Plain, Mattapan, Marlboro, Natick, Whitman and in every town where there is a League member. Any member knowing a wheelman in either of the places mentioned above whom he can recommend for the position and whom he believes has sufficient patriotism to accept will confer a favor by forwarding the address to this office.

Arlington, W. R. Fuller, Arlington Heights.
Athol, C. A. Perry, with Bales Bros.
Ayer, E. C. Sabine, Union Depot.
Baldwinville, F. M. Barnett, Bank Building.
Franklin, Geo. B. Coleman, 89, Union street.
Lynnfield, C. A. Copeland, Broadway.
Mansfield, Jas. E. Campbell, with Evans, Cobb & Co.
Readville, W. Ellery Bullard, Readville.
Somerville, W. J. Emerson, Broadway & Marshall.
Swansea. Wm. P. Mason, No. Swansea.
Westfield, Gilbert J. Loomis, 61 Court street.

Fraternally, WM. H. EMERY,
Chief Consul.

Pennsylvania.

To the Pennsylvania Division:

I have to-day appointed Mr. H. W. Fishburn Local Consul at Ephrata, Lancaster Co., Penna.

All Local Consuls are urgently requested to have printed in local newspapers the article which appeared in the BULLETIN dated 3 January, 1860, page 207 entitled freights and farmers.

It may materially assist in the struggle for better roads which is now begun. Fraternally,

SAMUEL A. BOYLE, Chief Consul.

Illinois Division.

Financial Statement.

Article 16 Constitution. The Secretary-Treasurer shall publish in the official organ of the L. A. W. a true statement of the expenditures and financial condition of the Division upon the (1st) first days of January and July of each year.

Cr.

1889		
July 1.	By cash on hand July Report.	$562.13
July 10.	By check from Abbot Bassett for applications and renewals to date.....	185.50
Oct. 1.	By check from Abbot Basset for applications and renewal to date.....	188.50
		$936.13

Dr.

July 15.	To postage stamps "Sec."...	.25
July 20.	To two champ medals "Racing Board".....	70.00
Aug. 5.	To 800 one cent envelopes "Election Annual".....	9.00
Aug. 5.	To printing ballots and envelopes.....	5.75
Aug. 24.	To express on records to Canvassing Board.....	.25
Sept. 9.	To delivery on telegram from Peoria.....	.25
Sept. 9.	To Chief Consuls expenses 1888-1889.....	14.64
Sept. 9.	To postage records to Peoria.	.25
Sept. 25.	To printing 1000 Rights and Privileges.....	10.00
Sept. 25.	To expenses Sec.-Treas. Board of Officers meeting.	9.00
Oct. 5.	To express "Recruiting Circulars, etc.....	.50
Oct. 21.	To wood cut Division emblem.	3.00
Oct. 21.	To champ medals, Peoria, "Racing Board".....	60.00
Oct. 25.	To 100 two cent postage stamps Sec.....	2.00
Oct. 31.	To express on Division emblem	.25
Nov. 15.	To 1000 Constitutions Ill. Division.....	26.60
Nov. 15.	To 1000 cards "List of Consuls, etc.....	4.00
Nov. 20.	To 800 one cent envelopes "mailing above".....	9.00
Nov. 18.	To type writing 600 circular lettters C. C.....	3.00
Nov. 26.	To fifty frames League Hotel certificates.....	10.00
Dec. 19.	To legal services in Keese vs. W. F. Co	10.00
Dec. 19.	To expense M. O. Am. express on above.....	.21
1890.		
Jan. 1.	To cash to balance, Marine Bank, Springfield.....	688.18
		$936.13

Fraternally, THOMAS F. SHERIDAN,
Sec.-Treas.

Missouri Division.

To consuls:

The committee having charge of the new road book are desirous to have it include the names of all repair shops in the State for the convenience of tourists. You are therefore earnestly requested to send me the required information at once. Fraternally yours,

ROBT. HOLM, C. C.

Missouri Appointment.

Chas. J. Case of Carthage is hereby appointed Representative of this Division, Vice Geo. A. Case removed. He will have charge of the southwestern portion of the State including Joplin, Laman and Springfield.

Fraternally yours, ROBT. HOLM, C. C.

New Jersey Representative.

This is to certify that Capt. C. A. Lindsley, No. 27 Cone street, Orange, has been appointed club representative on the State Board by the Orange Wanderers.

L. H. JOHNSON, Pres.
JNO. B. DODD, Sec.

Ohio Consuls.

List No. 7.

Chief Consul M. A. High has appointed the following Local Consuls:

Bucyrus, J. C. Gormly.
Galion, F. H. Bowlby.

Chief Consul High has appointed the following L A. W. hotels:

Archbold, Hotel Wernier, $2.00; to L. A. W., $1.50
Bellevue, The Bourdette, $2.00; to L. A. W., $1.50.
Bucyrus, Stall House, $2.00; to L. A. W., $1.40.
Clyde, The Nichols, $2.00; to L. A. W., $1.50
Eaton, Eagle Hotel, $1.50; to L. A. W., $1.00, meals 30 cents.
Galion, Central Hotel, $2.00; to L. A. W., $1.50.
Gallipolis, Park Central Hotel, $2,00; to L. A. W., $1.50.
New Vienna, Harrison House, to L. A. W., $1.60 meals 40 cents.
Norwalk, St. Charles Hotel, $2 00; to L. A. W., $1.50.
Portsmouth, Dever House, $2.00; to L. A. W., $1.50 to four or more.
Wellston, Bundy House, $2.00.
Scott, Exchange Hotel, $1.50; to L. A. W., $1.00, meals 25 cents.

WILLIAM D. KEMPTON,
Sec.-Treas. Ohio Div. L. A. W.
Cincinnati, O., Jan. 4, 1890.

Connecticut Appointments.

I hereby announce as Consul appointments, G. E. Booth, Saybrook; Frank H. Barnes, Southington; C. H. Stevenson, Westville.

The following consuls are removed for cause; H. H. Taylor, Westville; A. J. Cutting, Southington.

DAVID J. POST, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 223—Total 44—12,233.

BOSTON, Jan. 10, 1850.

CALIFORNIA DIVISION—5—483.

Los Angeles Wheelmen.

25931 Hiller, H. W., Box 87, Los Angeles
25932 Herwig, A., 128 Pacho st., "
25933 Quinn, Frank, Shriver & Quinn, "
25934 Pfaffinger, Frank, care Times Mirror, "

Unattached.

25913 Hood, E. E., I. O. O. F. Bld'g, Stockton

CONNECTICUT DIVISION—4—737.

New Haven Bi. Club.

25937 Andrews, Antonello R., 18 Orange, New Haven
25938 Geary, James J, 1 Clark st., "

Unattached.

25935 Ewell, Chas. F., Box 46, Hartford
25936 Kashmann, Isaac, 12 State st., "

ILLINOIS DIVISION—2—870.

Chicago C. C.

25953 Miles, Samuel A., 22 Exchange Bld'g, Chicago
25939 Root, Chas. P., 109 53d st., "

IOWA DIVISION—1—142.

Keokuk C. C.

25940 Conn, Joe. C., 515 Main st., Keokuk

KANSAS DIVISION—1—136.

Unattached.

25941 Hainer, J. R., care J. W. Craucer & Co., Leavenworth

KENTUCKY DIVISION—1—107.

Unattached.

25925 Driskell, Vernon, Ghent

MASSACHUSETTS DIVISION—9—1617.

Rovers Cycle Club.

25954 Hodgdon, C. W., 45 Pleasant st., Charlestown

Unattached.

25924 Nightingale, S. C., 134 Pearl st., Boston
25929 *Atwood, Frances B.*, Box 89, Highlandville
25926 *Chambers, Miss Anna*, Box 98, "
25927 *Rowe, Miss Mary E.*, "
25928 Whetton, Harry, "
25930 Bancroft, Wm., S., Newton Upper Falls
25955 Graves, Geo. B., 302 Washington st., Boston
25956 Green, Wm. F., 41 Putnam st., Somerville

MISSOURI DIVISION—4—335.

Fleetwing Outing.

25914 *Hardcastle, Miss Delia*, 821 N. Ewing ave., St. Louis

Unattached.

25915 Funk, C. H., Box 306, Stanberry
25943 Ray, Frank S., care Catlin Tobacco Co., St. Louis
25942 Young, F. W., 3130 Chestnut st., "

NEW JERSEY DIVISION—9—611.

Englewood Wheelmen.

25916 Colgate. Chester, Englewood
25945 Barber, J., "
25946 Foster, E. D., "
25947 McQuaid, S. J., "
25948 D marest, Edwin, Tenafly
25949 Maugham, Ralph S., "
25917 Fishbough, L. C., New Bridge
25918 Zobriskie, P. H., "

Unattached.

25919 Sharrock, Wm. E., 91 Mechanic st., Paterson

NEW YORK DIVISION—2—2134.

Harlem Wheelmen.

25920 Goldberg, Bennett, 118 West 122 st., New York

Unattached.

25950 Rosenthal, I., 348 E. 85th st., New York

NEBRASKA DIVISION—1—89.

Unattached.

25944 Estabrook, W. G., Box 54, Fullerton

PENNSYLVANIA DIVISION—4—1409.

Wissahickon Wheelmen.

25922 Why, Joseph, 4423 Wakefield st., Germantown

Unattached.

25923 Hacker, J. B., Box 11, Denver
25921 Clapp, E. H., 3809 Spruce st., Philadelphia
25951 Collins, W. W., 4154 Germantown ave., "

RHODE ISLAND DIVISION—1—338.

Unattached.

25952 Capron, Geo. N. 72 Somerset st., Providence

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and ocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

TO THE WHEELMEN OF "ALL OUT DOORS."
A HAPPY NEW YEAR.

The WHITE CYCLE COMPANY of Westboro', Mass., U. S. A., most respectfully calls on you to N. B.:

1. That "SKOOKUM" OIL takes first money in all trials for supremacy as a lubricant.
2. That the KEYSTONE SADDLE has received the unqualified approval of thousands of riders all over this Continent.
3. The BRONCHO SAFETY BICYCLE has been pronounced by the "Boys who ride, you know," to be the CLEANEST, SIMPLEST, NATTIEST, LIGHTEST, STRONGEST, EASIEST, SPEEDIEST SAFETY BIKE on top of ground.
4. Our '90 CATALOGUE will be delivered by Jan. 15, '90,
5. We send, gratuitously, a picture of "JACK" to all who send name and address.
6. A picture of the wonderful RARA AVIS (?) the "SKOOKUM," accompanies every Catalogue.
7. We desire the name and address of every rider, and would-be Cyclist in the world.
8. We want live men, who are "Rustlers," as agents, in every City and Town in America, and adjoining countries.

WHITE CYCLE COMPANY, - - WESTBORO', MASS., U. S. A.

CATARRH
HAY FEVER
CATARRHAL
DEAFNESS

A NEW TREATMENT.

Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (*two weeks apart*) by the patient at home. A pamphlet explaining this new treatment is sent *free* by A. H. DIXON & SON, 337 and 339 West King Street, Toronto, Canada.

OUR LITTLE HOME.

WALTZ SONG AND CHORUS,

—BY—

J. L. FREENEY.

Can be obtained free of charge by sending name and address to the

CLARK CYCLE CO.,

908 Pa. Ave. N. W., Washington, D. C.

It is regular 40c. sheet music.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Committee.

Browning, King & Co.

Official Tailors of the L.A.W.



406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L.A.W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weatner wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
No. 1, Canvas, leather trimmings 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
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FOR 1890

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FREE UPON APPLICATION.

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BOSTON — NEW YORK — CHICAGO.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 17 JANUARY, 1890.

Volume XX.
Number 12

WATCH HIM.

The man who proposes to *give* something for nothing—
He's the same man who is trying to *get* something for nothing.
He's after your money—
Without giving you its worth in exchange.
Whether you are buying sausage or *Bicycles*,
Buy the best and it will behave well.
Bad sausage will sometimes bark at you.
Poor bicycles will always break with you—
Your money's gone—
And where are you?
VICTOR BICYCLES are guaranteed.
To stand the test of hard use—
To give honest service—
Reliable steeds.
The oldest *riders* of VICTORS are
Their strongest friends.
Send for '90 catalogue.

OVERMAN WHEEL CO., Makers,

BOSTON, WASHINGTON

Office and Factory, CHICOPEE FALLS, MASS.

THE AVERAGE ENGLISHMAN

doesn't take any stock in our bicycle. He thinks too much of his life to "risk it on any blawsted *wooden* trap, ye know." Of course we feel just a little bit sad to know this, but they like our catalogue, the issuing of which, after all, is our principal business. We make hickory bicycles, but only as a side issue. So long as we can hold the long-distance catalogue record, we care not who writes the songs of our country. We have a letter from an English gentleman, saying that he never had so much fun in his life as he has enjoyed since he received our catalogue. He says, "It is more funny than anything I have seen in *Punch*."

In view of this we are glad now, that we restrained ourselves and didn't make it as funny as we could, because it would have been too rich for general distribution. Another letter says: "My daughter was engaged to a duke, and was to have been married next spring; about two months ago she obtained one of your catalogues. She was much pleased with it and loaned it to the duke. When he called again we observed evidences of his having been thinking; this so alarmed my daughter that she at once asked him what was the matter. Said he: I have an idea—but it was too late, his system was not equal to the strain, he never recovered. My daughter says that though it was pretty tough (the *loss* of him, not the duke) she thinks the hickory bicycles are tougher, and she intends to have one in the spring."

When we received this letter a week ago it looked like a joke and we still have a suspicion as to its genuineness, although it comes from New Jersey

People seem to select us as a target for all sorts of jokes. We don't mind this at all, in fact we use them as a sort of dyspepsia cure. It gives us something to chew on between meals. "If not called for please forward to the insane asylum." How is that?

"Hickory Elliott," "Wooden wheel crank," etc., are among the pet names. Here is something with a moral to it: "We don't think your hickory bicycles are good for anything, for we have never seen one." *Written*, this is plainly satire. What is it when only *thought*? We "paws" for a reply.

We are about to print a little pamphlet devoted to the answering of questions concerning details of construction used in the hickory safety.

Meanwhile we wish to state that the material used and the manner of its putting together are, so far as we know, of the best. Mind you we say "*so far as we know*," for the infirmities of age have not yet got so firm a hold on us that we can ask you to pay for what we *ought* to know. The

ELLIOTT HICKORY SAFETY

is a radical departure in bicycle construction. We have said that before. It is still a fact.

They weigh 42 lbs. **Will carry 200 lbs.** **Price $100, and "we back 'em up."**

STERLING ELLIOTT, Newton, Mass.

P. S. The hickory wheels are noiseless, not simply while new, but *all the time*.



WE DO NOT WISH TO DISAPPOINT YOU,

Yet We Wish to Interest You Long Enough to Tell Our Story.

The Little Giant Bicycle.

The name does not belie its qualities, although its weight is only 35 lbs., it is a little Giant in strength. Besides it combines all that makes up a good wheel. Such as adjustable sleeve steering head, adjustable cone bearings to wheels, adjustable cone bearings to crank shaft, adjustable cone bearings to pedals, Tangent spokes, crescent rims, Torkelson Patent adjustable saddle, the front and rear of which adjust independent of each other. Saddle leather can also be adjusted to take up the slack without loosening saddle from the frame. **All steel Diamond frame,** cold-drawn Weldless steel tube backbone, detachable front bar to frame, trimmed in nickle, spokes tied and plated up to knot, and spade handles. **All for the moderate price of $35.00.**

Now is your chance, Boys! Do not let anybody stand you off by saying they cannot get a wheel for you. We can fill orders promptly, and give you good value for your money. Something that has never been done before. The Little Giant embodies all of the recent improvements of the Men's wheel, in a modified form. There! If this don't interest you, **no harm done.** Yet we feel satisfied that you all know a good thing when you see it, and that you will favor us with your sample order. **Agents wanted everywhere.**

We know you won't forget where we are located, but to assist the memory of anyone who may need their memory jogged, will say our factory is located at Toledo, O., on Central Ave., and the firm's name is,

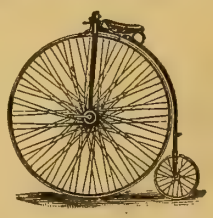
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of all kinds bought, sold and taken in exchange on any new wheel in the market, Safeties included. Always in the market to buy large or small lots, New or Second-Hand Wheels, for Cash, when prices are right. We constantly carry 400 to 500 Wheels, including many rare bargains in **SECOND-HAND STANDARD MAKES. NEW WHEELS** (bought in job lots) at greatly reduced prices. Liberal discounts to agents.

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'CYCLES ON EASY PAYMENTS,

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(SEASON OF 1890.)

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It contains 300 pages of solid meat for those interested in the

Art of Cycling as a Science.

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The most perfect Road Map of a Massachusetts County ever issued. SHOWS ALL THE ROADS. Printed in Colors, mounted on canvas and varnished. Scale about 5-8-in to the mile. The best Map value ever given for the **price, $1.00, postpaid.**

Bicycling World Co.,

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N. B. If this venture meets with encouragement we hope it will, other maps of Massachusetts Counties will be issued on the same lines.

SPECIAL.

All Advertisements in this Department 20 cents a line.
☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*☜



L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

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Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.



Send 25 cents and get one of the

New L. A. W. Lapel Buttons.

Made of rolled Silver Plate, oxydized. Very neat and serviceable.

N. H. GIBBS,

Box 632. PROVIDENCE, R. I

EXCHANGE — Genuine Humber Tandem for Safety in good order. GILMORE REMEDY CO., Rochester, N. Y.

TRY YOUR LUCK by taking a chance on a 56-inch Expert, nearly new and in first-class condition; fitted with Lakin Cyclometer. Tickets 50c. each; in clubs, 11 for $5. Address W. E. BEACH, Howell, Mich.

FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, $14.00, $15.00, and $16.00. Cutters, Home Trainers, etc. Send for circulars. M. A. WOODBURY, Bradford, Pa.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

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Bicycles and Tricycles.

Get our prices on second-hand wheels before purchasing.

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of all descriptions at reasonable prices.

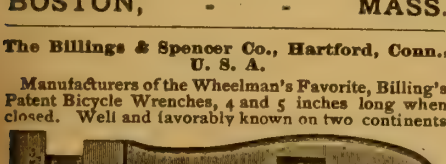
SIDWELL & SABEN

182 Columbus Avenue,

BOSTON, - - MASS.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞ *Cash must accompany the order.*☜

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WANTED—A second-hand Safety Bicycle. Address, with full particulars, M. COMPTON, 150 Nassau st., New York City.

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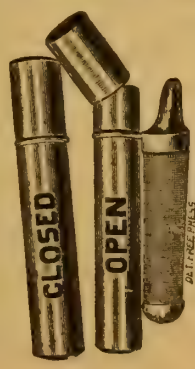
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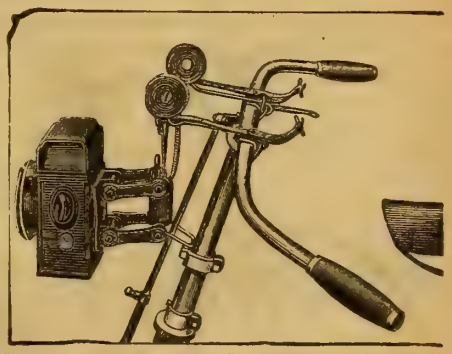
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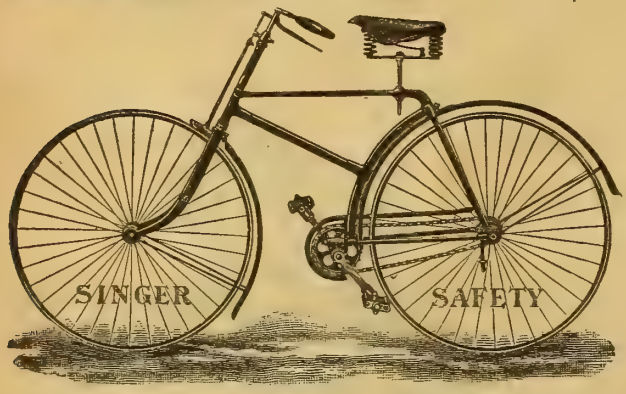
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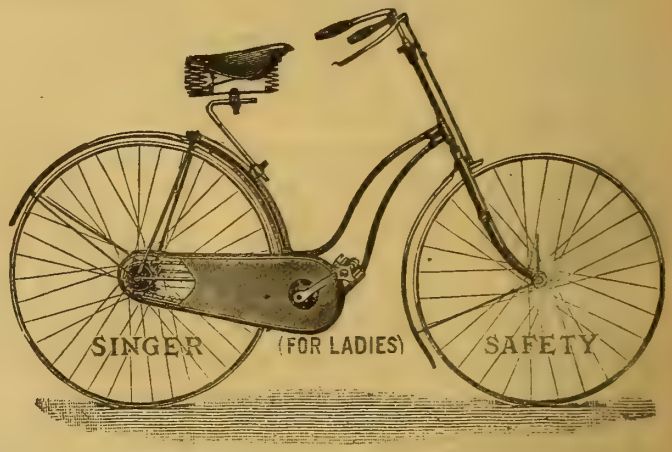


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DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 17 JANUARY, 1890.

IN cases of accident to wheelmen, through the imperfection of the roadways, we would like to see the authorities sued, as we believe damages could be recovered. A case in question is that of a Mr. Frank Bauskett, who was riding up Main street, Columbia, S. C., on his bicycle. He struck the rock crossing at the corner of Main and Washington streets, which projects considerably since the recent heavy rains, and was thrown very violently to the ground, striking the rail of the street car track. He was picked up in an unconscious condition by several persons who ran to his assistance.

WITH the incoming of the new year many Chief Magistrates, both of State and city, enter actively into the functions of administration. On such occasions it is customary for the newly elected to issue a message of advice and suggestions to the legislative bodies over which they may preside. Our desk is well covered with clippings of such "messages" from papers all over the country, and we are pleased to notice now very many of them contain valuable suggestions and advice on the matter of better highways.

We hide our local head in chagrin when we have to record that Governor Brackett of Massachusetts gives the question the entire go by, thus indicating that our genial Governor is not actively in accord with the idea of good roads. Governor Ames put himself squarely on record as seeing the necessity of some "reconstructed" method of procuring better highways, but Governor Brackett is chillily silent on the question, a fact we regret more than a little.

A cheerful contrast to Mr. Brackett's avoidance of the subject is Governor Hill's (of New York) exhaustive treatment of the matter. His words are a comfortable assurance that a good business-like roads improvement bill will receive his signature, providing the projectors and friends of such a bill can pilot it safely through the shoals and rocks of the two branches of the Empire State Legislature.

As a whole the good work is progressing. Now if we could only harmonize our methods joy would be ours, and victory more sure of achievement.

THE long-looked-for meeting of the Racing Board is now a matter of the past, and on another page will be found the report of the informal joint meeting which preceded that of the Board. With the information which is not official at hand we refrain from making any comment. This, of course, out of courtesy to the Board, and because we do not wish to comment on matters the facts of which are not before us in their entirety. From the tone of our correspondent's report of the preliminary meeting, and from the scraps we gather from other sources, we believe that the work of the Board has been thorough.

IT would be strange indeed if the press of the United States were unanimous on the necessity of roads improvements. Once in a great while we run across a paper which is not quite in accord with the spirit of the times, and the latest evidence that we shall meet befogged opposition from quarters where enlightened support is expected, is in the article we clip from the *Gazette* of Cincinnati, Ohio, as follows:

"Our bicycle friends are still hammering away on the subject of good country roads, and have enlisted in their cause journals other than those devoted to the bicycle interest. Good roads are very desirable, but wheelmen should consider that they cost money in construction and maintenance. How much, by the way, do the wheelmen contribute toward country road improvements?"

Thank goodness that a ray of intelligence has pierced the gray matter of the party inditing the above. He really grasps the correct idea that good roads cost money! and he desires us to "consider it." We have! we are! we do! But not until our attention was called to it by our bright friend did we "consider."

As to the share of taxes paid by wheelmen, we are not aware that riding a wheel or being a member of the League exempts one from paying taxes, and we have no doubt but that there are many cyclists who pay just as much in taxes as does the writer of the brilliant squib printed above.

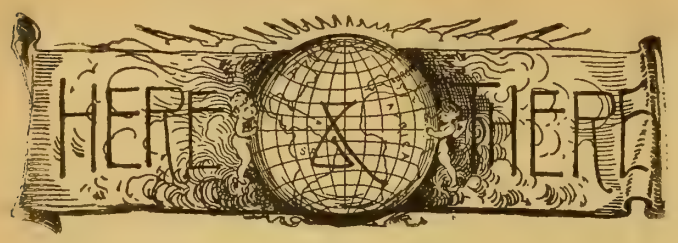
THE *Wheel* questions if Divisions can be organized and Vice Consuls chosen when the one-hundred mark of membership has been reached. We refer the editor of the *Wheel* to the official portion of this paper of January 11, 1889, where he will find that the Chairman of the Rights and Privileges Committee (Mr. Luscomb) and the Executive Committee decide that Divisions may be organized and officers chosen whenever one hundred members are enrolled.

WE are in receipt of the missing sections of the proposed bill as completed by Mr. Issac B. Potter on behalf of the New York State Roads Improvement Association. Mr. Potter advises us that he has received during the past week the most encouraging replies to his letters from members of the Legislature, and one of the most prominent members of the Assembly has expressed a strong desire to become sponsor for the bill, a desire which will no doubt be gratified. Speaker Husted of the Assembly has sent in his name as a member of the Association, and so the bill will not be without many of the strongest men in the Assembly as friends.

ERRATUM.

IN last week's issue we stated that Charles E. Kluge, the well cyclist, was dead. The item was received on Wednesday afternoon too late to verify before our going to press on Thursday morning.

On Friday we were advised that the report was a mistake, and that the rumor arose from the death of Mrs. Charles E. Kluge.



SAN FRANCISCO.

"S. F."

Now is the season at hand when the Southern California land boomer is wont to send glowing communications to the Eastern press extolling the glories of California climate in general and his own county in particular, but this year, thank fortune, the rain has changed his name to mud. It has rained, rained, rained for the last month, of course putting a quietus on everything in the out-door bicycling line. However the Bay City Wheelmen intend holding a tournament in the Mechanic's pavilion, very shortly, so that the racing men need not grow rusty. The affair has been placed in the hands of a committee whose well-known names guarantee a great success.

"Senator" Morgan has been here with his company, and has left town a wiser, and we think a poorer man. How long will it be, we wonder, before all this class of shows learn that San Francisco is no longer a backwoods town, and that an exhibition must be at least fairly respectable before it will become a success?

The new Board of Officers of the California Division L. A. W. have begun work in a very business-like manner. They intend soon to issue a hand book, which will contain a great deal of information relative to League affairs, California Division in particular, and a road map and description of tours, compiled by Mr. W. M. Meeker, Chairman of the Touring Board. The book will be sent free to every L. A. W. member in California, and should give a great impetus to the League in this State.

Mr. R. A. Smythe, member of the National Racing Board for this district, has been unable, owing to business affairs, to attend the meeting of that body at Chicago.

A paper carnival will he held in this city in the course of a couple of months, and continuing for one week. One of the principal attractions will be a competitive bicycle drill for a trophy valued at $150, offered by the management. The B. C. W.s of S. F., and the Garden City Wheelmen of San Jose, it is understood, have already entered their drill corps. Should the S. F. Bi. Club and the Oak Leaf Wheelmen of Stockton enter the competition, it would make a most interesting sight.

A whist tournament is in progress at the B. C. W. club rooms, 17 Franklin street, and is affording the boys a great deal of amusement.

BOSTON NOTES.

"TONEY."

The Somerville Cycle Club is recognized by all authorities as the largest and the most active wheeling organization in the Division, and in the past it has exemplified this statement by turning out a large number of men on all its runs and other occasions, both under its own and the Division auspices. During the last two seasons the Captains of the club pushed it so far forward that to-day it is recognized as one of the leading clubs of the State. Its cosey rooms on Winter Hill have become so inadequate in size that the House Committee was at one time requested to consider the advisability of building a club house in the centre of Somerville, but after considerable discussion on the topic the subject was finally dropped, and has not since been resumed. The gentleman who rides at the head of this gallant club is Mr. Carle Purdy Cubberly, who first saw the light of day on the 14th of June, 1864, in New York City. He was educated in the public schools of New York, and when his parents came to the "Hub of the Universe" he accompanied them. Mr. Cubberly was for several years associated with Brown, Durrell & Co., and left their employ last winter to join the ranks of dancing masters. Since then he has conducted several private parties, which have received the support of the wheelmen. At one time he was a member of the Somerville Lacrosse Club, and played in its ranks when it held the championship of New England. He conducted the affairs of the cycle club last year in such an efficient manner that his constituents honored him with a re-election to the Captaincy, something that has never before occurred in the history of the organization. Captain Cubberly informs me that the membership list of the club bears the names of some 90 odd wheelmen, who are more or less known in cycling circles. The fastest riders of the organization are the great Van Wagoner, who joined during the past season, Albert Beers, whose record is well known and who covered 8368 miles during the past season, and who now holds the Adams medal for the longest distance ridden in one month. The other prominent riders of the club are Eugene Sanger, Carle Cubberly, Cartwright, Collins, Jacobs and Foque, who seldom take a back seat in a friendly brush on the roads.

The members of the Dorchester Bicycle Club held their annual party in Wood's Hall, Neponset, last Friday evening. Those riders who rode the old year out and the new year in were on hand, and recited the details of their midnight ride and how they euchered the other clubs.

Mr. Sylvester Baxter, of the Boston Press Cycling Club, started for Mexico the middle of this week, and was wished a bon-voyage by his numerous friends and fellow workers on the *Herald* staff. It will be remembered that several years ago Mr. Baxter rode a bicycle along the Mexican frontier, and had several interesting and exciting escapades.

The many lady friends of the Charlestown Rovers are anxiously awaiting the arrival of the evenings for the holding of their annual party and minstrel show. It is rumored about "Pigtown" that the ladies will follow their custom of former years and present the club with an ornament for its rooms.

A good story is told of a gentleman from Chelsea, who is noted for having more than one birthday in a year. It is to the effect that he attended an opera at the Globe Theatre, and was so intent upon watching the movements of the actors and listening to the music that he fell asleep, and did not wake until the curtain had gone down on the last scene. He was so infatuated with Wilson that he had to visit the theatre a second time, in order to tell and demonstrate to his friends the truth of his statement to the effect that he had seen and heard the opera.

NEW YORK.

"HAWKSHAW."

"I don't see what good the League is anyway, when here in the paper is an account of how a young man has just been arrested, and sentenced to a year in the penitentiary, out West, for riding a bicycle," said Smart Aleck, in the club the other evening, as he sat reading the daily paper. "For riding a bicycle!" I remarked, "well that is an outrage! Let me see the particulars." Smart Aleck handed me the paper, and it was true. A young man had been arrested and convicted of riding a bicycle, and sent to spend twelve months behind prison bars in consequence, but Smart Aleck had failed to inform me that the bicycle belonged to another man, and the rider of it had taken it without the owner's knowledge or consent, and was heading towards a pawn broker's when he was apprehended. Sometimes these little particulars make a difference.

So my dear friend Prial finds fault with my remarks about the ex-editor of the World, Louis R. Harrison, and says that that gentleman is a godsend to me when copy runs short. How easy it is to accuse others, and yet be more guilty than they ourselves. Those who live in stone houses should not throw glass balls, my dear Prial. There is a wide difference between using an individual's name in print when it is necessary to do so to impart to the reader a piece of news, and of using it to vent personal spite and opinions upon. In the same issue of your paper wherein you thus bring me to task, you have inserted in *eight* different places the name of a Western writer or his paper, and in each and every case have done so only to vent your personal and uncomplimentary opinion of them. Had you been more particular about the correctness of your own actions, and less solicitous for mine, you would perhaps have seen the bad taste of these acts yourself, and would not have had to wait for me to note them for you. I am always glad to have you keep a paternal watch and care over me and my work, because I know your position as a public censor of cycling demands it, but please don't sit on me too hard when you yourself set the example, because it isn't right, you know.

There is one man here in New York, who is bound to become a wheelman no matter what the expense may be, as is evinced by the following advertisement in one of our dailies: "Will exchange two suburban lots, which will shortly be worth $200, at par, market value, for a good bicycle."

It might be well that incorporated wheel clubs should be made acquainted with a recent decision in the Supreme Court of Pennsylvania, in the case of Mr Arthur Burt, who, after six years' litigation, has been reinstated in the Union League, by the Court, after having been expelled from that club for "conduct unbecoming a gentleman." Judge Finletter, in delivering his opinion, says

"Language which might disturb the harmony of a meeting, or interfere with its business, and therefore be an offense against the corporation itself, may have a different aspect when it occurs in a drinking place, between two members. It is then an offence against an individual, in which the corporation cannot be involved and can have no interest. * * * No corporation having property in which the members have individual rights can disfranchise a member unless the power is given by its charter. If the charter authorizes by-laws for expulsion the right must be exerted, otherwise it does not exist. By-laws to be operative must set out at length the conduct which is punished by expulsion." Expulsion is the last thing that a club should at any time resort to as a punishment for its members. To expel a man from a club, it matters not how small it may be, puts a stain upon his name that can never be entirely eradicated, and charity, as well as the law, should cause those in club power to use such a dangerous weapon of punishment with much care and discretion. To say that a man is expelled from an organization for "conduct unbecoming a gentleman" is to say one of the severest things possible against his good name, since the vagueness of the charge covers everything from arson to murder, and I am glad to see that in the case above noted, the law has at last stepped in and made it a dangerous thing for any body of men to thus brand one of their fellow-men. There is quite a lesson here, and club magnates should heed it well.

BUFFALO.

"SETAGAG."

You don't hear a great deal from the Bison City. Wheeling is getting so practical here that the poetry has all turned to prosy matter of fact. The few long distance riders and general utility men are still pushing their wheels through rain and snow. Among these are Billy Schaak, Captain Dietzer and Mac Martin, of the Ramblers; Prof. Richardson, of the Buffalos; W. T. Damon, of the Queen Citys; Dr. Frank Potter and several others.

The Buffalo Bicycle Club is holding a series of athletic entertainments, and only members are allowed as spectators.

The Ramblers had another smoker, this time with progressive euchre, boxing, etc., as an attraction, on the evening of the 18th ult. "Sweet cider, Wiener sissiges (?), sauerkraut—just ripe." E. A. Vogt won first prize, and H. Trautman the booby prize.

If the present indications are any guide to go by there will be a fine half-mile track for cycling and bi-monthly tournaments will be held here next season. Among our racing men will be Brinker, Milley, Lewis, Hedge and Adams, of the Buffalos; Kane, Gates, Callan, Kempke, Gibson, Schaak, Houck, Laub, Brunner, Bonney and Klipfel, of the Ramblers; L'Hommedieu, Holden and Luitte, of the Zigzags; Chappell, Mead and Fralick, of the Queen Citys; Stacey, of the Columbias; and several from the Koakes. The Erie County and the Buffalo Athletic Clubs will have road racing teams, and the latter some track racers. Surely we will have a good field to show up some "dark horses" from. If Buffalo should turn out several crack riders next season, it would not be entirely unexpected, among those that know.

The Buffalos held their annual election on the 10th of last month.

About forty miles of asphalt will be laid next year, which will make a total of over one hundred miles in the city. Among streets to be asphalted next season is Seneca and part of the New South Park road. This will do away with four miles of plank road and sand on this end of the Erie to Buffalo course, over which next June's 100-mile road race will be run.

A good joke at the expense of the Ramblers, which has not got out yet, will come quite appropriate now, as the Salvation Army is in the city. The Ramblers wear a silver script "hat sign" on their caps, and their black uniform with its wide diamond black braid, which with the black long trousers to match the more enthusiastic members wear for business, did look a little similar, so that in two cases the Ramblers were taken for members of the Salvation Army.

W. S. Bull, our efficient Chief Consul, has been nominated for President by the New York *Evening Post*, Buffalo *Courier* and *American Athlete*. We interviewed him the other day, and he says he has no desire whatever for the office, would not take it, and believes as we do, that a man can do more good for wheeling as a Chief Consul than as President of the L. A. W.

Buffalo has one rider who has ridden over 5000 miles; two who have ridden 4000, nearly; ten who have ridden over 3000; and a score who have ridden over 2000; and more than fifty who have ridden over 1500 miles.

The Ramblers have lately added to their suite of rooms a gymnasium 36x64, and it has been finished up in warm colors and is very cosy. The boys are busy putting in their machines, and say when it is fully equipped it will be next to the largest gymnasium in the city. Shower bath and locker rooms have also been added, besides a large, convenient lounging room. They now occupy two entire floors of the Ulbacher & Davis Building.

BALTIMORE.

"ARGUS, JR."

Messrs. George A Perkins and Charles F. Cossum, of the Rights and Privileges Committee, have been here the past day or two on business connected with highway improvement legislation. They fell into the hands of some of the most genial of the Maryland Club members. Whether a "Bacchanalian orgie" resulted I do not know. I have not been able to learn anything of what they did or said, nor of what plans (if any) they made, but hope to be in a position to chronicle them later.

The number of our wheelmen is growing constantly, and they are of the sort to be proud of. One of them, Mrs. N. Tip Slee, who is one of the most accomplished wheelwomen we have, recently rode from Westminster to Reistertown, a distance of twelve miles, over a hilly and bad pike road, in an hour and forty minutes. This ride includes the climbing of the celebrated Falls Hill, which is about two miles long, and is noted hereabouts for its difficulties.

The city clubs are preparing to give Francis Wilson and the "Oolah" a great reception when they come this way next week. The Chesapeake Wheelmen have already engaged the two best boxes, and their colors will decorate the stage. Long live the Chesapeakes! This club had a royal time on Tuesday last, by the way. Oysters and the neighbors suffered; the latter at the hands of the "Kazoo" band, which discoursed until 2 A. M.

PEORIA, ILL.

"CYCLOPS."

Bert Myers was attacked by a ferocious mad dog, while on his way home a few nights ago, and but for the fact that he happened to be carrying an extra overcoat over his arm he might have fared very badly; as it was, however, the fangs of the brute pierced the extra coat instead of Bert's arm, and tearing it away from him, he mauled it around on the sidewalk, biting it through and through to his heart's content, until seeming to be satisfied he trotted calmly off, just as a policeman appeared, who was after his life's blood for having bitten someone else a short time before.

Fred Wolcott, for the past year Captain of the Peoria Bicycle Club, and an enthusiastic wheelman, has accepted a position with a banking house in Kansas City, and is already at his post of duty. Peoria's loss is Kansas City's gain in this case for sure.

The bicycle club watched the old year out and the new year in with their lady friends, at the club rooms. A card party, an oyster supper and a general good time was what the programme consisted of, and they had it all, with three volleys from a militia company thrown in.

Father McGair, who is probably the only Catholic priest in the United States that rides a wheel, rode down to the city from Princeville last Thursday, making the round trip in one day; distance, 54 miles. He was accompanied by Mr. Ferguson.

Mr. H. G. Rouse is expected to sail from San Francisco for the Sandwich Islands about the 12th, where he will sojourn for the short space of six weeks.

The date of the Peoria tournament will probably be changed to about the middle of September, as there is a bare possibility that we can secure the track about that time.

PENNSYLVANIA.

"ARIEL."

There has been no dearth of festivities here. The Pennsylvania Bicycle Club gave a progressive euchre party Tuesday night. The Century Wheelmen had a very enjoyable dancing sociable Wednesday evening, followed by a drive whist tournament on Friday; while the South End Wheelmen had their theatre benefit party at the Chestnut Street Opera House Friday night, W. H. Crane in "The Senator" being the attraction. They had a large block of choice seats, occupied by members and their friends, and netted quite a sum from the transaction.

Perfect but unseasonable weather! The air to-day was as balmy as an April morning, and the Park roads were filled with wheels of every description, ninety-nine out of every hundred of which were safeties. Positively, I felt like a stray sheep on my light roadster.

The Tioga Cycling Club give their annual banquet at the Colonnade Hotel on Tuesday evening. Tioga's reunions are always extremely pleasant occasions.

INCENTIVES to riding activity will not be wanting next season. Century's new Captain, Dr. C. W. Dalsen, is already in the field with prizes for the highest mileage and for best attendance at club runs, while the Mount Vernon Wheelmen will give gold medals as the same prizes in their club, as well as for the largest single day's ride and the greatest number of days ridden in the year. They also offer silver medals to every man making a century run.

Two dances are on the cards for this week. The regular sociables of the Pennsylvania and South End Clubs come off—the first on Tuesday night and the second on Thursday.

THE *Referee* works a very clever—but rather disingenious—move of the political game it is playing. In its last issue, after quoting the part of my paragraph in a late BICYCLING WORLD, wherein I stated that the announcement that Pennsylvania had been put down as solid for Mr. Luscomb was rather premature, it suddenly halted, the context evidently not suiting its purpose. I have a sort of a recollection of adding that a good many of us would prefer a compromise candidate. Fair play, Brer Miles.

A MEETING of the Pennsylvania Delegates to the National Assembly was held to-day at the residence of Chief Consul Boyle, for the purpose of obtaining an expression of opinion on the coming election. It was the unanimous sense of all present that Pennsylvania should go to the meeting unfettered by promises and committed to no one. Mindful of the dignity of her position as one of the largest Divisions in the country, and with the true interests of the League of American Wheelmen at heart, she will cast her votes with no animosities to gratify and in expectancy of no pledged rewards; and she will welcome the co-operation of those of her sister States who agree with her that national loyalty is far beyond the petty strife for political preferment.

HARRISBURG, PA.

"CYC."

"ARIEL," your correspondent of Philadelphia, would like to know if any club can equal the "Century's" turn-out on New Year Eve. We are glad to inform him that the Harrisburg Wheel Club loomed up in great shape and did themselves proud in bidding good-by to '89, nineteen of its members turning out. The expressions on all sides were that had it not been for our demonstrations, very little welcoming would have been given 1890, for, strange to say, the usual booming of cannon and firing of crackers was not heard. Starting at 10 o'clock we were not content until we had disturbed every members watching (?) with his best girl, and he had joined our ranks, and then with that terrible yell, paraded 3d and Market streets, until we had the citizens at their doors or windows cheering to the echo. Among the many resolutions made that night, was the one to the effect that such a large turn out should characterize the year's club runs. May this one be kept, boys.

WHO do you think was our guest and helped us usher in the New Year? Why, Charlie Overman, and a jolly fellow he is.

ON Friday evening our January reception to the ladies will be held, and I learn that the committee in charge are trying to eclipse those of the past, and from reports I believe they will.

January 22d will see President Luscomb and his colleagues in our city to appear before the Board of Agriculture on the Road Improvement question. It is needless to say that they will receive a warm reception at the hands of our wheelmen on so important a mission, and what is being done to welcome them I am not authorized to say. You will hear later.

HARTFORD.

"CLAYTON."

THE Columbia Cycle Club is making arrangements for a smoker, which is to be given on the 21st of this month, at Sangerbund Hall. A big programme has been arranged, and an elaborate spread will be served to all who are fortunate enough to receive an invitation. The Hartford Wheel Club will attend in a body.

AMONG the dancing events being anticipated with much pleasure by many is the sociable of the Hartford Wheel Club to be given late this month. The committee having it in charge are working hard, and it is proposed to make the affair at once select and informal.

A POOL tournament, now in progress at the rooms of the Hartford Wheel Club, is exciting much interest. There are four series played each week, and as the boys are pretty evenly matched the rooms are always crowded.

DRESSER, one of our "flyers," has developed into quite a wrestler.

THE Capital City Ramblers will probably turn out a number of fast riders the coming season. It is said that Warren will be out for the State championship (safety).

THE *Evening Post* is booming the asphalt street question with a spirit that pleases all the wheelmen in this city. Wait until "Joe" Goodman and his *Cyclist* get after the Common Council; the result will be interesting.

CHICAGO NOTES.

"ALERT."

Le Roi es mort! Vive le Roi. The year 1889 has passed into history, and the young 1890 promises better things than its predecessor. The year just passed has been a good and a poor one for cycling Chicago. Good in advancement of the wheeling trade, in the growth of its clubs, in the strengthening of the League, and in the victories gained by its racing men over the Eastern cracks. But the other side of the scales is pulled down by the "fakes" that it has seen, and the whole of Chicago wheelmen are damaged to an inestimatable extent by those irresponsible riders whose tales of extraordinary riding have been so summarily squelched. Even St. Louis laughs in our face when we say that we hold a record.

BUT this year, we hope, ushers in another era, where truth is regarded as paramount. The *head* in cycling circles has not been given as much attention as it deserves. A man may be blessed with a good body, good legs, good arms, in short be a perfect animal, but if he does not possess the balance wheel of reasoning power, if he has not a good clear brain, his powers count but little. A man who, when on his wheel, can lead his club is generally given a high office, whether his head befits him for the position or not. This has been clearly shown in all of our clubs, and this is a prime cause of some of the disintegrations that some have gone through. They reason that a man elected to office is not so likely to "shake the dust off his feet" from the club as is a common member, totally ignoring the fact that "think boxes," good and strong, are the prime movers in any club government, and that they and they alone can bring a club to a successful standing.

THE theory of the power of "mind over matter" has never needed an exponent in Chicago's clubs so much as at the present time. The exposition of this may have its effect on the nominees for 1891.

NEW JERSEY NOTES.

"NITRAM."

MR. W. A. DRABBLE, the energetic Captain of the Antalanta Wheelmen, was very successful at a meeting of his club, on Wednesday evening, January 8th, in having gold medals offered for the member making the greatest number of miles during the present year, for the one making the best twenty-four-hour record (which must be over 150 miles), and to the one attending the most club runs. These extra inducements will naturally move the boys to greater activity on their silent steeds.

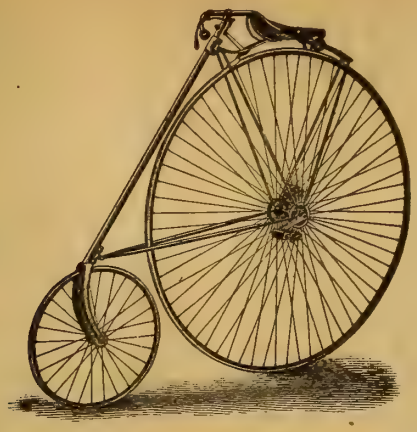
THE next meeting of the Board of Officers of this Division will be held on Friday evening, January 17th, in the club house of the Plainfield Bicycle Club.

THE annual meeting and election of the Elizabeth Wheelmen was held on Tuesday evening, January 7th. Captain Gilbert reported that owing to the wet weather of last year the mileage of the members had not reached expectations, although about equal to the previous year's. The total mileage reported was 21,485 miles. Mr. D. B. Bonnett leads with 2316, followed by Mr. H. McNiece with 2056 miles. Thousand-mile medals were awarded to Messrs. W. H. White, J. F. Diemer and A. F. Calkins. The membership was increased to the extent of two. As the Elizabeth Wheelmen find their present house inadequate for their use, they are considering the advisability of raising the building, and so add another story.

THE Riverside Athletic Club, of Newark, will hold its second annual winter games on Wednesday evening, January 22, in the Belleville Avenue Rink. The open events, which are all handicap, include 50-yard run, 250-yard run, 880-yard race, two-mile run, one-mile walk and running high jump, for which gold and silver medals will be awarded to the first and second in each event.

THE Plainfield Bicycle Club held a meeting last Monday, and the gymnasium building committee reported that the building was already well under way. This club has a "big boom" on, thirty-six new members were elected at this meeting, which makes this club one of the largest in the State.

THE stag progressive whist party given Saturday, the 11th, by the Plainfields was a great success, and much credit is due the com-



WHY NOT YOU?

IN EVERY TOWN IN THE UNITED STATES THERE IS AN OPPORTUNITY TO OBTAIN THE AGENCY FOR THE "EAGLE," UNLESS IT HAS ALREADY BEEN SECURED BY SOME FORTUNATE PERSON.

IF IN YOUR TOWN IT IS STILL OPEN WHY SHOULD NOT YOU HAVE IT?

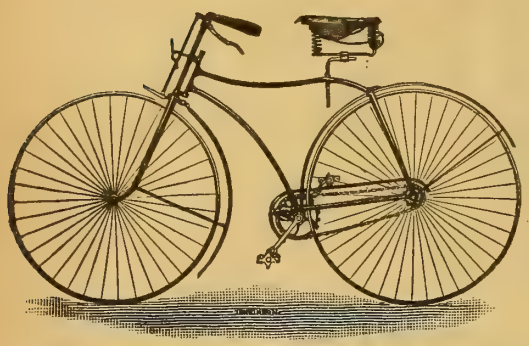
LAST SEASON EVEN WHEN THE "EAGLE" WAS COMPARATIVELY NEW AND UNKNOWN MANY OF OUR AGENTS SOLD A LARGE NUMBER OF MACHINES AND ADDED MATERIALLY TO THEIR SUPPLY OF CASH; IT IS CERTAIN, THEREFORE, THAT THIS SEASON WHEN THE "EAGLE" HAS A WORLD-WIDE REPUTATION, AND THE PROMINENT RACING MEN OF THE COUNTRY ARE MAKING IT THEIR PERMANENT MOUNT, THAT THOSE WHO ARE LUCKY ENOUGH TO SECURE AN AGENCY WILL BE MANY DOLLARS IN POCKET BESIDES OWNING THE BEST AND SAFEST BICYCLE EVER BUILT.

WRITE FOR TERMS.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

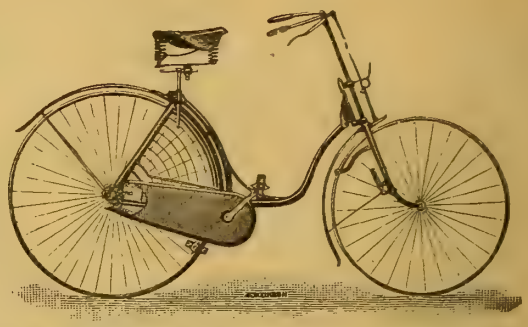
THE - VERDICT - OF - 1889



SWIFT SAFETY.

IS

THAT



LADY'S SWIFT SAFETY.

THEY ARE CORRECTLY NAMED.

THE COVENTRY MACHINISTS' CO., Limited,

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AMONG AMERICAN-MADE REAR-DRIVING SAFETIES

it is a veteran.

For two years it has been tested by the toughest of riders on the toughest of roads, and it has not been found wanting.

It rides as easily as a buggy, and does not throw the feet off the pedals for it has a spring frame.

It is the

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And it Costs - - - - - - $125.00.

SEND FOR OUR CATALOGUE OF 1890.

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mittee in charge. After the play had ceased refreshments were served, and the balance of the evening was given up to jolity and general fun.

THE various committees to take charge of the Fair to be held in the new Gymnasium building of the Plainfields February 21 and 22, have been appointed, and they are one and all on the jump to make it one of the biggest things on and off the ice ever seen in Plainfield.

NEWS AND COMMENT.

CHIEF CONSUL BULL, of New York, has been named as a possible candidate for the Presidency. Mr. Bull has never authorized the use of his name in connection with that office. He does not want the office which his friends have so kindly suggested. Mr. Bull is the right man in the right place. When we cannot get him to continue as Chief Consul it will be time enough to name him as a member of the National Executive Committee.

WE were sorry to miss a call last week from Mr. J. Harold Child, of St Louis, Mo.

ARTHUR B. SMITH, Captain of the Rambling Wheelmen, of Bridgeport, Conn., departed Monday, the 6th inst., for Pierre, South Dakota, where he will reside permanently. Mr. Smith is a member of the L A. W., and an exceptionably active wheelman. having covered during the past season 4300 miles. He carries with him the best wishes of a host of friends, and we heartily commend him to all wheelmen whom he may chance to meet in the new field now open before him. Who the next Captain of the Rambling Wheelmen will be is still a matter of conjecture. An election to fill the position will undoubtedly take place at the next meeting. There are, we understand, several aspirants for the position.

THE San Francisco Bicycle Club held its annual banquet on the evening of Jan. 11. The time for the banquet is announced at "8 30 P. M. *sharp*," and the following notice was issued, showing that the San Franciscos are a body of men that insists on punctuality: "The annual banquet of the San Francisco Bicycle Club will be held in the club rooms Saturday evening, January 11th, 1890, 8.30 P. M. sharp. All members who desire to attend must fill out the enclosed postal card, sign it, and mail to the Secretary on or before January 7th, and must be in the rooms before 8.30 P. M. sharp, as the doors will then be locked, and no late arrivals will be admitted. There will be no expense whatsoever to any member. The entertainment fund created by the advance in dues last June will pay everything."

IT is with regret that "Salina," our Syracuse, N. Y., correspondent, has to announce the sale of "Pauline," the pet of the Syracuse Cycling Club. "Pauline" is a large water spaniel, and was purchased by C. A. Benjamin, about a year ago. The frisky animal followed the club on all of its runs during the past season, and is a well-known favorite among the wheelmen of Central New York. Mr. Benjamin says he was forced to dispose of the dog, because he could not afford to keep her. "Pauline" would get lost nearly every day, and a sharp little bootblack, who always found and returned her to Mr. Benjamin each time demanded a quarter for his trouble. "I was sorry to let 'Pauline' go," said "Art," "but she cost me a pile of money."

MR. F. A. ELWELL, manager of the European Cycle Tour, has been in the grip of "La Grippe," and hence has been unable to keep up with his large correspondence. This will explain any delay in replying to letters received. He is now on the mending hand, and everything will be all right.

"IN Brief," of the Aeolus Cycling Club, of Chicago, Ill., writes: "Our third annual reception was a howling success, so howl also the members of the gymnasium class when their proboscis comes into too close proximity with the gloves, and they too will howl who have neglected to join this club, for the initiation fee has been raised."

WM. BLAKIE, in his excellent work of "How to get strong and how to stay so," gives the following directions for an exercise of the calves and upper thigh, which will be found to be beneficial to cyclists, and should be practiced regularly: To develop the calf stand erect, with head high, chest out and shoulders down, keeping the knees all the time well sprung back, having the feet about three inches apart, with toes turned slightly outward. Now raise the heels until they are high off the floor, and the whole weight rests on the soles and toes. Now drop slowly down; then repeat. Next, place the hand on the muscles of the calf, and while at first not firm, feel them harden as you rise, and all doubt as to whether the exercise in question uses these muscles will vanish. Scarcely any muscles are easier brought into action than those of the front thigh. Stand erect, with head and chest high, and feet about six inches apart. Now, bend the knees a little, and stoop all the way down; then rise again. Continue this movement several times, and generally at first a few repetitions will be found to be quite enough.

THE Rambling Wheelmen, of Bridgeport, Conn., are making arrangements to give a benefit entertainment in Proctor's Grand Opera House, some time during the month of February. The play to be secured has not yet been determined upon.

CHIEF CONSUL G. CARLETON BROWN, of New Jersey, issues an excellent circular to non-members of the L A. W., urging on such the advantages of membership in the League. We have an opinion that the distribution of the circular will result in an increased membership in New Jersey.

B. S. STANLEY, of Cazenovia, a popular member of the Syracuse (N. Y.) Cycling Club, was united in marriage, on New Year's Day, to Miss Louise Reynolds, an accomplished young lady of the same town. The club was the recipient of two boxes of cigars, and the members smoked to the health of Mr. and Mrs. Stanley.

THE Illinois Cycling Club, of Chicago, held its annual election January 7. Mr. T. L. Sloan was elected President, and W. H. Arthur Captain. The election was very quiet, and the votes were in most cases unanimous.

THE Newton (Mass.) Bi. Club and the Somerville (Mass.) Cycle Club will meet and fraternize, at the store of W. W. Stall, No. 509 Tremont street, Boston, on the evening of Tuesday, January 21. The invitations are issued jointly by W. W. Stall, Secretary Newton Bi. Club, and C. P. Cubberly, Captain Somerville Cycle Club.

"SALINA," our Syracuse, N. Y., correspondent, writes: "Wheelmen are greatly interested here in the road improvement problem, and hope that the lightning will strike in the this section within a short time. The weather is so open here this winter that were it not for the impassible roads we could enjoy much wheeling. It seems to me that 'Hawkshaw's' plan of combined compulsion and education to the citizen will be the only sure way to get the highways improved. A man may be educated to the advantages of good roads, and still not do his own share in the work. On the other hand, if he is compelled by law to construct good roads and keep them in repair, he cannot fail to become convinced afterward that he was wrong in holding back, and the conviction will be his education."

THE Wheelmen's Social Club of Terre Haute, Ind., held its first annual banquet last week Wednesday. A novel innovation was to photograph the table with the guests seated thereat. A flash light was used.

THE Sheriff of Waukesha County (Wis.) has a novel method of running down escaped prisoners. He chases them on a bicycle. A prisoner named Josie Ellis escaped, and the sheriff mounted his bicycle and made after her. He captured her after a hot chase. The prisoner was somewhat handicapped, however, as upon her return to the jail she was found to be wearing six dresses and duplicated underclothing sufficient to make up a fair-sized wardrobe.

THE polo outlook for the Connecticut Wheelmen's Polo League looks exceptionally promising. The two clubs represented from Bridgeport, Ct., have very strong teams in the field. The announcement that the Bridgeport boys had won from the Meridens in Meriden Thursday night by the score of 5 to 3 created great enthusiasm in wheeling circles, and when it was learned that the Rambling Wheelmen had defeated the New Havens in the latter place by the score of 7 to 1 the boys were hardly able to contain themselves. The next game which will be played between the two local teams Jan. 15th bids fair to be very exciting, as the winning team will be the leader in the League race.

THE Philadelphia Bicycle Club has raised the limit of lady membership from 30 to 50, a step in the right direction.

NOTHING makes the small boy madder,
Likewise nothing makes him sadder,
Than to hear his father say
To him, on a holiday,
"That cycle, please, you'll put away,
And with that barrel roll
In these seven tons of coal."

THE Rovers Cycle Club, of Charlestown, Mass., will hold its annual party in Cadets' Armory, Congress Hall, on the evening of Friday, January 24.

THE cyclists of Central and Western New York are contemplating the practicability of organizing circuit races, in which Rochester, Buffalo, Lockport, Niagara Falls, Rome and Syracuse will be interested. Mr. Brinker was asked his opinion on the matter. He strongly endorsed the plan and thought Buffalo would be in the league.—*Rochester Union.*

Among the various wheel clubs of New Jersey "Ladies' Night" is becoming more and more popular. The Atalantas is the latest club to see the advantage of introducing ladies' nights, and they have set aside the third Wednesday in every month for this purpose.

W. W. Stall, Secretary of the Newton, Mass , Bicycle Club, has a plan in mind whereby "union smokers" can be held by the different local clubs. As a starter two or three clubs will be asked to participate, and then if these prove a success a grand union smoker of all the clubs in the vicinity of Boston will be given.

W. W. Taxis, of Philadelphia, has had "it," as also has our brother editor, Prial, of New York. The last named gentleman, during his visit to Boston this week was quite ill with it during his stay in the Hub.

The New York Bicycle Club will hold a smoker on Saturday evening, January 25th.

The Medford, Mass., Cycle Club ball at the Opera House, last week Friday evening, was a great success in every particular. The music furnished by the club orchestra gave universal satisfaction, and taken altogether it was one of the dressiest parties for a long time. Fully 200 couples were upon the floor.

Governor Ladd, of Rhode Island, has been memorialized, and it his hoped that His Excellency will make some recommendation on the roads improvement question in his message to the General Assembly this month.

The reception to be tendered the ladies by the members of the Hudson County, N. J., Wheelmen will be given about February 15th. This club will send about fifteen couples to the Harlem, N. Y., Wheelmen's reception, on Thursday evening, January 30th.

We desire to respectfully correct our e. c., the Newark, N. J., *Call*, when in speaking of a certain ticket, it says: "The latter ticket is endorsed by the Bicycling World, the official organ of the L. A. W., and should receive the support of Jerseymen." On the contrary; as the official organ the World remains neutral.

Our New Jersey correspondent writes: "It certainly must be a pleasure to the wheeling fraternity of New Jersey to note the number of new clubs which have been organized this winter, also the increasing membership of the older ones. It has been but a few months since the Englewood Wheelmen were organized, nevertheless its membership has been gradually creeping up until at present it numbers twenty-three active members. President F. M. Demarest, the newly appointed Consul for that district has appointed the Palisade House as the League hotel. Wheelmen riding through Englewood will do well to call a halt here for dinner, as a dinner equalled only to that prepared by Delmonico can be had for 75 cents.

W. J. Corcoran has accepted a position as trainer for the season of 1890 of the Yale College cycling and athletic teams. Mr. Corcoran will at an early date leave Boston for New Haven, and actively assume the duties of the position accepted.

DEATH OF A PROMINENT CYCLIST.

Editor Bicycling World: I know a great many of your readers will regret to know that Edward W. Rhodes, No. 21,670, consul at Wayne, died this morning of heart failing. He has been sick just two weeks with congestion of the lungs. Mr. Rhodes was the greatest rider in the town and his loss is felt by every one.

Very respectfully, W. T. Brown, (21,671) L. A. W.

Saturday, January 11, 1890.

THE TERRE HAUTE WHEEMEN'S SOCIAL CLUB.

Twenty-six of the twenty-eight members of the Terre Haute Wheelmen's Social Club sat down to an annual dinner on the evening of January 8. A flash light picture of the table and members was taken by that expert camera shooter, Mr. D. H. Wright.

After coffee and cigars had been passed around the speeches began.

The club and La Grippe were toasted to the echo, Mr. Miller doing the subjects justice in every sense of the word.

O. M. Bartlett spoke well for the sport of wheeling, and urged on the members the advisability of becoming League members.

Mr. Meissell told all he knew about racing, and that was "a lot."

Mr. Murphy touched up the road question, and spoke lovingly of the mud thereon.

Messrs. Gundlefinger on tours, and Miller on ups and downs, spoke eloquently, but when Mr. Jackson let himself loose on the "Road Hog" question the enthusiasm knew no bounds.

Mr. Otto Horning paid a sweet tribute to lovely woman. After the formal speaking, stories were swapped, the club liars got in *their* work, and everybody went home happy at 12.30. Silas.

ENGLAND AND THE CONTINENT AWHEEL.

(BY GEO. D. MITCHELL.)

(Continued.)

At Stratford-on-Avon we selected the Temperance Hotel to stay at. It may be well to state here that in most English towns there is a temperance hotel, and these are generally found more quiet and more moderate in price than what might be termed the first-class houses. We are all members of the Cyclists' Touring Club, and have been received very courteously by the officers of the association in London and elsewhere, and have gained much valuable information from them. The road books published by the club are indispensable to the tourist, but in the interest of those who intend touring through England, and who care to do it on an economical basis, it may be said that the hotels recommended by the C. T. C. are usually first-class where the small army of waiters, boots and other servants who desire "remembrance" at your departure will make your expenses unexpectedly high. However, club members get special rates at these houses and so save something, but, generally stated, the less pretentious houses will be found the more satisfactory in the end. At this class of houses accommodations for the night range in price from eighteen pence, thirty five cents, to a half crown, sixty cents, inclusive, per person. Attendance is usually charged extra, from sixpence to one and six per person, and it is well to have an understanding about this before engaging a room, else you may be surprised upon getting your bill. A "plain breakfast" of chops or eggs, bread, butter and tea usually costs about thirty-five cents, and a satisfactory dinner comes to about fifty cents. From the above it may be seen that a tourist who is desirous of being reasonably economical can rely upon living well on $1.50 a day in rural England, and in London, if one settles down for a week, say, the expense may be somewhat reduced.

After staying over night at Stratford, and having seen the sights that it behooves all tourists to see in order that in lying about the trip afterwards one may the more easily add those "corroborative details calculated to give an appearance of oversimilitude to an otherwise bold and improbable narrative," we proceeded on by easy stages toward Woodstock. During the afternoon we came to Long Compton, a straggling village, where in the ideal little garden to the rear of the Red Lion we courted rest at the bottom of a pot of "shandy-gaff," which we strongly recommended in the visitors' book to other heavy-laden travellers. The "American Tourists" had passed through three weeks before, and left a good impression behind them; it is a pity that more of our countrymen do not choose this method of seeing Europe, for they could do it with great profit—to the innkeepers.

We were told that there were some Druidical ruins on the top of the hill outside the town, but while we were humping ourselves to accomplish the steady two-mile ascent, we forgot the matter; but on reaching the top we redeemed ourselves by scouring the neighboring fields in search of these famous stones and strawberries. Having failed, however, to discover either, and in view of the facts that the flies were very thick and very pertinacious, that there was a tempting coast ahead, and that several archæological societies had visited the ruins and pronounced them genuine and worthy of admiration, we contented ourselves with vouchsafing the ordinary encomiums, and taking all for granted passed on. I noticed on the way down a pedestrian who had adopted a happy expedient to rid himself of the flies. He had pasted a sheet of fly paper around his hat, with the sticky side exposed, and while there were, figuratively speaking, "no flies" on the method adopted, to say that the paper was full of flies would be doing but mild justice to its efficiency.

I never saw so fine a specimen of good road-making as that from Long Compton to Woodstock. In some places there were cuts twenty-five feet deep, while in others the road crossed small valleys by viaducts of masonry a hundred yards long. The scenes on each side were also the most pleasing we had passed, and the succession of new-mown field, pasture of darker green, and rich brown ploughland, variegated occasionally by beds of garden products, all cultivated with a regularity and economy of soil unknown in newer countries, and all bordered by hedges of contrasting green or substantial walls of stone, which in the upland districts displace the former, made such an impression upon me that I mentally reserved a second trip through that country for my wedding tour.

As we approached Enstone and saw the long smooth descent leading into the village ahead of us, we welcomed the coast that was in store for us with a feeling of thankfulness that is only known to the jaded cyclist, and we clapped spurs to our steeds, as it were, in glad anticipation. It happened that our machines were not all alike; we had been unable to agree upon a choice, and two of us had taken one kind, while the other two had chosen another, so that each f ction was continually chaffing each other, and we had numerous improvised races to determine which was the better wheel. On this particular coast things were going pretty evenly

between the two more advanced contestants and the race promised to be an interesting and decisive one, when Eugene, who is built upon the Falstaff model, came, thundering down from behind upon his safety with bell a-jingling, weaving erratically from side to side of the road, mowing a wide swath and leaving wreck and confusion in his wake. He reached the bridge at the bottom in safety, where he found a playful-looking calf waiting to receive him. He rode up to the rear of the animal, and in the exuberance of having won the race, seized the tail of the sportive creature and gave it a vigorous tug; this treatment bossy evidently resented for he broke into a smart lope with Eugene still hanging on behind. It looked like rare sport for a while and Eugene was as tickled as a child with a new set of dishes, at finding himself riding behind so novel a steed; the pleasures of this world, however, are but transitory, and the race is not always to the swift, and just as the turnout reached the end of the bridge, where the road takes a sharp turn, master calf wheeled suddenly in his career and brought his driver full tilt upon the ground, where, as we came up, we found him sprawling, with the calf looking back at him in a facetious way, as if to say, "Ah there! Stay there!"

That night we spent in the romantic old town of Woodstock, the place where Scott has laid his admirable novel of that name, and the scene of Fair Rosamond's tragic experiences. The road from there to Oxford, about nine miles, leading through a flat country, was the most uninteresting on our whole route, which hitherto led through a rolling district; indeed it has often seemed to me that a road is a perfect exemplification of a man's life; the up and the down succeeding each other and making mutual compensation, furnish a spicy variety which is unknown to monotonous prosperity, and the heavy difficulties to be surmounted, which to the diligent worker who looks up and not down, dissolve as he approaches them, make the well-earned recompense the more sweet.

It is our aim to avoid as much as possible the larger towns, and so instead of remaining long in Oxford where I felt that one could well afford to spend a week, we pushed on a little further into the country before taking our mid-day lunch. The Thames from Oxford to London takes a meandering course and the distance is about 130 miles by the river, but the road, in order to shorten the distance, takes a more direct route over the hills, and only reaches the Thames again at Henley. In this district too the roads are made from a flint which crops out abundantly on the heights, and although the surface did not appear heavy it required hard pushing to make much progress, on account of its peculiar character, and unlike our course through Warwickshire, the beauty of the surrounding county hardly seemed to repay us for our labor. However, we at last reached Nettlebed, the highest point in the country round, and looked ahead with satisfaction at the five miles down grade to Henley-on-Thames, where we proposed to end our day's run. It had been threatening rain all the afternoon, however, and now, just as we took our feet from the pedals for a long coast, the storm reached us; for a while it seemed to me we could beat it into Henley, but soon we decided to seek refuge under the thick wayside trees. We waited until our leafy roof began to leak and then, the rain having partly subsided, we hurried on to Henley, where we arrived very wet and bedraggled.

The town was already full of people, in anticipation of the approaching boat races, but we succeeded in getting quarters at the Bull Inn, and having ordered our usual chops and tea, led our bykes into the inn-yard and wet them down with a watering pot to wash off the mud—a happy thought, by the way—before rubbing them down and stabling them for the night.

We were on our way early the next morning. The sun was shining brightly, but the last night's rain had not yet soaked into the hard road. However, it is one of the blessings of the macadam road that it never gets muddy like our common dirt roads. It was the last day of the great Windsor Show, and people were making their way thither in a perfect stream, by every manner of conveyance, from "shank's mare" to coach and four, with warning horn and all complete. The twenty-six miles from Windsor to London is dull and uninteresting. At Hounslow, which was once a famous field of labor for gentlemen of the road, the country widens out into a vast level plain, and one begins to see a faint suggestion of London. Hammersmith is now the utmost western suburb, but a little while longer, and the great all-devouring metropolis will have swallowed up Hounslow too, as it has a score of other villages before it. I never appreciated so well the immensity of London as when we thus made our way gradually from the open country along Kensington road, past Hyde Park Corner, that reckoning point for all the West End, and so on to busy Charing Cross and the Strand, by the busiest thoroughfares of that busy quarter. It was Saturday afternoon, and the traffic was even greater than usual, so that it was with the greatest difficulty that we made our way along upon our wheels; and when I found myself back in my old lodgings near the Strand, amid familiar surroundings, it seemed as if I had reached Mecca.

(*To be continued.*)

THE OPEN MEETING OF THE RACING BOARD AT CHICAGO.

THE attendance at the open meeting of the Racing Board, at the Grand Pacific Hotel, on the 11th, was not as large as had been expected. A number of local experts were present, however. There were animated discussions over two questions, the championships and the payment of expenses. The rules were taken up in order, and the following suggestions seemed to be favorably received:

Rule B now reads: * * * "The Board will enter no record in its books that is made on a board track or under cover."

Proposed change of Rule B. That the clause reading "The Board will enter no record in its book that is made on a board track or under cover," be changed to read, "made on an in-door track."

Track Rule 7 now reads that the starter "shall announce to the competitors the distance which they are to run, and shall indicate the commencement of the last lap by ringing a bell as the riders pass over the mark for the final lap." * * *

Proposed change of Rule 7, that the above duties may be transferred to the referee.

Rule 21 now reads: * * * "If a rider be dismounted by accident or to change his machine, he shall not be allowed a push off in starting again, but an attendant may hold his machine while he mounts it, and he must so mount at the extreme outside of the path."

Proposed change to Rule 21 allows the rider to be pushed off by an attendant in case of a fall or dismount.

Rule 27 now reads: "A novices' race is open only to those who, up to date of event, have never won a prize, excepting in a club contest, and shall be the first race of a meet."

Proposed change to Rule 27: Strike out words "excepting in a club contest," and make a man who has won a club prize ineligible to compete as a novice.

Rule 28 now reads: "A class race is open only to those who up to date of the closing of entries have not won one of the first three positions in a public event in the same or better time than the class under consideration; or in relative time, judged from the other distances according to the appended table." * * *

Proposed change of rule 28: To strike out the words "one of the first three positions," thus making the winner's time only operative in classifying men.

Rule 32 now reads: * * * "A team shall be limited to three riders, each of whom must be a member of the club entering the team, and a resident of the city or town where the club has its headquarters"

Proposed change of Rule 32 to make that clause read: "A team shall be limited to three riders, each of whom must have been a member of the club entering the team at least three months, and a resident of the city or town where the club has its headquarters at least six months."

A committee appointed to draft a proposition on the Championship then submitted the following:

"To divide the country into five Districts, probably to be named as follows: Eastern, Central, Western and Southern and Pacific. Each District to be in charge of a member of the National Racing Board, who shall appoint four assistants to act, with himself, as a sub-Racing Board. Each District shall hold an annual race meeting for the championships of the District, prior to August 15th of each year, and the winner of each event may be sent to compete for the National Championships, at the expense of the District. The National Championships shall be run yearly, between August 15th and October 15th, in one of the Districts under the supervision of the National Racing Board. These championships to be called the "National L. A. W. Championships."

The committee suggested that any man may be permitted to compete for the championships who desires to pay his own expenses.

A long discussion ensued as to the events to be run, and finally one, two and five mile races for each type of machine, except tricycle, seemed to be saticfactory, though Western men would have prefered at least one long distance.

The gentlemen present were unanimous in the opinion that the indiscriminate payment of expenses by athletic clubs must be stopped, and a majority seemed to favor a stringent rule, preventing riders competing from athletic clubs under any conditions. It was finally suggested to change Rule 11 to read, "any League Club," instead of "any cycle club will be allowed, under special sanction, to pay expenses," etc.

The visitors then withdrew and the Board went into secret session.

WHAT WE HEAR.

That the Districting of the country as proposed, and the methods of running the preparatory and final champions was adopted by the Board.

That M. O. Spring's application for reinstatement was refused.

That Grant Bell's application for reinstatement was held over pending investigation.

That the handicapper's fee has been fixed at twenty-five cents per man for each event.

That some anti-athletic club move is sure to be made by the Board.

That when we print the full report of the official action of the Racing Board that it will cause much food for "reflection."

That sanction must be obtained from the L. A. W. Board before a race meeting can be held.

That the question of non-League clubs entering men under the club name has received due attention.

That we shall have the full official report of Chairman Davol in time for our next issue. A. F.

LEGISLATION IN NEW YORK STATE.

THE Buffalo *Courier* which, I believe, reflects the attitude and policy of Chief Consul Bull and the State officials on the proper methods to be employed to bring about Roads Improvement legislation, prints an interesting article on the question, quoting freely from the *Wheel*, part of which excerpts I give. The *Wheel* of January 3d says: "The Conference wished to learn if New York State was being taken care of in the matter of roads improvement, and had Mr. Potter or Mr. Bull given the Conference that assurance they would have had their support. The Conference even sent Mr. Cossum to see Mr. Potter while it was in session, but the information obtained by Mr. Cossum was considered indefinite by the Conference, and after Considerable discussion, it was decided to introduce a bill into the New York State Legislature."

In report of the Conference published in the *Wheel* of December 14, it says:

"The condition of New York State was closely investigated. Mr. Cossum, who succeeded Mr. Potter on the Rights and Privileges Committee, conferred with Mr. Potter during the recess, and made a long and exhaustive report when the Conference convened. He stated that, as reported by Mr. Potter, a New York State Roads Improvement Association had been organized, and that a bill had been prepared by Mr Potter, and would be introduced in the Legislature at an early date. The scope of their bill was stated to be as follows: Provides for a State Supervisor of Highways, a State Engineer and Surveyor; provides for the appointment of a Highway Commission. The work is to be under the control of County Boards of Supervisors, and they have the provisions for raising taxes in their hands. After considerable discussion, it was decided that the Roads Improvement Committee carry on its work in New York State."

A lack of that jewel consistency will be observed in the above articles.

The *Wheel* in a late issue says:

"The statement of the *Courier* that the 'wheel' interest in roads improvement should be kept in the background is not warranted by facts. The wheelmen of New York State passed the Liberty bill; the wheelmen of Elizabeth, N. J., controlled the recent elections, with the object of highway improvement. The Maryland Division made itself felt in the recent Baltimore elections. In the light of these facts, the idea of a powerful Division like that of New York State veiling itself behind horsemen and others seems absurd."

To this the *Courier* replies:

"The New York State Liberty bill was class legislation—necessarsly so, for it was a question of the rights of wheelmen alone. The Massachusetts road improvement bill was defeated because it was called "class" legislation, and such a fate awaits every bill that will be introduced in the future emanating from wheelmen alone and having for its object the betterment of the highways. The average State legislator will continue for some time to come to look upon a bill gotten up by wheelmen as class matter.

But this is not the only reason put forth by the Roads Improvement Association. They claim the field by priority, and the facts prove that their claim is a good one. The first circular of that Association, signed by I. B. Potter as Secretary, was sent out April 2, 1888, accompanied by a circular letter, signed by George R. Bidwell, Chief Consul New York State Division, and every member of the State Division at that time received a copy. The circular defined the objects for which the Association was formed, and asked the support of all wheelmen, as well as any others who were interested in roads improvement. At this time there was no standing committee of the L. A. W. having for its work the betterment of the highways, and nothing in the League constitution could be construed as showing that the national body was interested in the subject. It was not until about two months later, at the League meet at Baltimore, June 18, that a road improvement plank was embodied in the League constitution. Surely the New York State Roads Improvement Association, working through the State Division, is entitled to the conduction of the highway agitation in this State, and the national body should give the Association its cordial and hearty support.

Since the recent New York Roads Improvement Conference requests have come from Ohio and Maryland, asking that the League committee will not interfere with the work now being done in those States."

The article then quotes from the WORLD the letter from "Argus, Jr.," asserting that the action of the national committee is not meeting with that support in that State which I and others were led to expect it would.

I trust you will find space for the above in your paper, as it is but right that our New York members should know the attitude of the national and State officials towards each other on this most important question. ROMA.

"IS MR. SHRIVER A CANDIDATE?"

"NO."

Very truly yours, E. J. SHRIVER.

[In our last issue it will be remembered we had a communication headed as above. Mr. Shriver's reply should be satisfactory to those who had any doubts about it. It is laconic and to the point.—ED.]

OHIO PREFERS TO PADDLE ITS OWN CANOE.

Editor Bicycling World: From the remarks of "Argus, Jr.," it seems that Ohio is not the only Division that objects to the methods pursued by the National Association in attempting to secure road legislation.

A memorial, a duplicate of the one sent to Maryland, was sent to Vice President Dunn to be presented to our Governor.

This was returned to the committee, however, with the request that they send one that would be a little more to the point, and more in keeping with the dignity of the League.

A revised, enlarged and improved edition was then sent out, and as soon as Dunn received it he sent the officers of the Division a copy, with the request that they do what they could to get the memorial indorsed by prominent Democrats in different parts of the State.

As the copy was not received till the afternoon of the 6th, and as the Governor's address will be delivered on the 13th, the officers have done nothing. The very few if any indorsements that they might have rushed in in that very limited time would have about as much effect on the Governor as a popgun fired at a rhinoceros.

The idea of presenting a memorial to the Governor was a wise one, and if the committee could have sent out their revised edition about three weeks earlier a great deal could and would have been done to get indorsements from prominent politicians in all parts of the State, which would no doubt have influenced the Governor and resulted in his saying something on this subject in his address to the Legislature.

We are waiting with fear and trembling the next move in this matter. If this committee pounce down upon us like the old-fashioned doctor, and attempt to inject a road bill into our Legislature, it may be ejected with a suddenness that will be surprising to the injectors.

If in his address the Governor should make any recommendations to the Legislature on this subject, and if such recommendations result in the introduction of a bill by some member of the Legislature, well and good, By supporting such a bill and bringing all the pressure to bear that we can, something may be accomplished; but if the League as the League attempts to demand legislation at the present time they will not only accomplish nothing but will bring the whole organization into contempt.

Fraternally, WILLIAM D. KEMPTON, M. D.,
Sec.-Treas. Ohio Division L. A. W., Cincinnati, O.

BROOKLYN, N. Y., BICYCLE CLUB.

"There was flawless fun at the house of the Brooklyn Bicycle Club, at 62 Hanson place, on the evening of the ninth, when the deferred Christmas entertainment was held. It was intended to have no Christmas entertainment this year, but a number of the

members, recalling the pleasures of that occasion last year, insisted upon one, and upon the principle of "better late than never," it was held the other night.

The first part of the evening was spent in a contest at the game of "hearts." E. S. Sackett won the prize, a handsome paper cutter; the booby award went to J. F. Beech. It was a miniature skeleton of Japanese workmanship. After the cards supper was served, and then all the "boys" assembled in the parlor to listen to the reading of H. E. Raymond's poem, "The Worm in the Chestnut." It was in topical verse and illustrated by stereopticon views. Nearly every member of the club came in for mention. Messrs. Barkman and Bormand manipulated the stereopticon views, and three rousing cheers were given to them as well as to Mr. Raymond by the club at the completion of the exhibition.

A mock presentation was made to Mr. Raymond, and a souvenir of the occasion was given to each one present."—*Union.*

THE BUFFALO BICYCLE CLUB ENDORSE GEO. R. BIDWELL AS SECOND VICE.

We are in receipt of the following resolution of the Buffalo, N. Y., Club endorsing Mr. Bidwell for position nominated:

Whereas, Mr George R. Bidwell, one of the founders and now an honorary member of this club, is a candidate for the office of Second Vice President of the League of American Wheelmen at the coming February election.

Resolved, That the Buffalo Bicycle Club, not only believing that his election to that office would be to the great advantage of the League, but feeling that it would be an honor to this club, request all of its members having a vote at the next meeting of the National Assembly L. A. W. to use all honorable means to secure Mr. Bidwell's election.

W. W. WINDLE.

THE news of the reinstatement of Mr. W. W. Windle to amateurism came to us twenty-four hours after we had gone to press; hence too late for our last week's issue. That Windle is one of the fastest amateurs in the country none will deny, but we trust his friends will restrain their transports to the extent of ceasing to refer to him as the "Amateur Champion of the World," a title which we think Mr. Windle himself will not at this present writing assume. Rumors are already rife to the effect that Windle will ride under the colors of the Berkeley Athletic Association. We hope this rumor may not have any foundation. We would like to see Mr. Windle's re-assumed garb of amateurship of sufficient density as to withstand the storm of temptation to race under any other club's colors than those of his own town, or at least that of some Worcester club.

THE SYRACUSE CYCLING CLUB HOUSE.

SUCH a meeting as the Syracuse Cycling Club had on January 6 has never been equalled as a regular business meeting in the history of the club. Forty members crowded into the rooms, and never was the need of a club house felt more keenly. What had caused the large attendance? Why did the wheelmen discard their lady friends and let slide the theatres and parties to be present on this particular evening? Because they were in sympathy with the club house scheme, and desired to hear the report of the committee on that subject. All listened with interest to the report of Chairman Harris, who had worked like a beaver during the preceding month. Mr. Harris unfolded the plot and recited his adventures in house hunting. A general discussion followed, in which the most quiet and retired members surprised the meeting by their eloquence. Several obtainable houses were talked of. One located on the corner of South Salina and East Jefferson streets was spoken of favorably, but an objection was raised that the rooms were not large enough for billiard tables. Two members were added to the club house committee. SALINA.

CATARRH, HAY FEVER, CATARRHAL DEAFNESS.
A NEW HOME TREATMENT.

SUFFERERS are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result is that a simple remedy has been formulated whereby these distressing diseases are rapidly and permanently cured in from one to three simple applications made at home by the patient once in two weeks. A pamphlet explaining this new treatment is sent free, on application, by A. H. Dixon & Son, 337 and 339 West King street, Toronto, Canada.—*Christian Standard.*

A WORK OF ART.

WE wish we could fittingly describe the new calendar gotten out by the Pope Mfg. Co. It is a beautiful work of art in color, from originals in Copeland's best style of water-color drawing. In shape it is round, and made to represent a bicycle wheel in rapid motion. This wheel is fourteen inches in diameter. There are four cycling scenes, showing the different types of wheels. The coloring is exquisite, the moonlight scene especially appealing to us as being peculiarly beautiful. There were fifteen separate printings required to produce the results. In the centre is the monthly calendar, printed in plain black.

It is without doubt the handsomest calendar we have ever seen. These can be obtained by applying to the Boston, New York or Chicago branches, besides of all agents of the Columbia machines.

THE UNION BICYCLE MFG. CO.

WE paid a visit to the factory of the Union Bicycle Mfg. Co. at Highlandville, Mass., and we found the works in full blast, up to its capacity in anticipation of the excellent outlook for the coming season. Large orders are already booked for the new Union Safety, a cut of which appears on page 250 of this issue.

President McCune told us that the sales this year would no doubt test their present capacity to the utmost, although they were well along with the lot of safeties they will manufacture this season. All the stock necessary for the 1890 product has been purchased, and all the tubing needed for this purpose is already in this country. Large quantities of this tubing are now at the factory, while the balance is in the Boston Custom House, subject to call by the company. We congratulate the Union Bicycle Mfg. Co. on their flattering prospects, and we wish them success.

SINCE the opening of the Eastern branch of the Gormully & Jeffery Mfg. Co., at 178 Columbus avenue, Boston, and the instalment of Mr. A. E. Schaaf as the manager, Messrs. Gormully & Jeffery Mfg. Co. have been on the lookout for a gentleman to represent them on the road in place of Mr. Schaaf. We are pleased to announce that the services of Mr. M. L. Bridgman of Brooklyn, and at present Vice Consul of New York State, has been secured as the travelling representative of the Gormully & Jeffery Mfg. Co. in place of Mr. Schaaf. Mr. Bridgman is one of the best known cyclers in New York and New Jersey. He has been especially active in road team racing and was one of, if not the originators of this class of racing. As a road and path racer Mr. Bridgman has an excellent record. He was among the organizers of the New York and New Jersey Team Road Racing Association, and during its existence was Secretary and Treasurer. Early in his cycling career he became a member of the Kings County Wheelmen, and has ever since served in an official capacity, filling the various offices of First Lieutenant, Captain and President, which latter position he now holds, as his club decline to receive his resignation before the next annual election. Mr. Bridgman is also President to the Cyclists Union of Long Island, and has been for many years a representative to the League of American Wheelmen. His many friends, for his acquaintance is necessarily large, will, doubtless, be glad to welcome him as a frequent visitor on the road.

THE report of the Philadelphia, Pa., Park Commissioner for 1889 shows that 62,473 bicycles entered the Park through the main entrances, against 46,347 for 1888. Four hundred and fifty-three riders were ejected for being without bells, as provided for by the Park rules.

THE STOVER BICYCLE MANUFACTURING COMPANY.

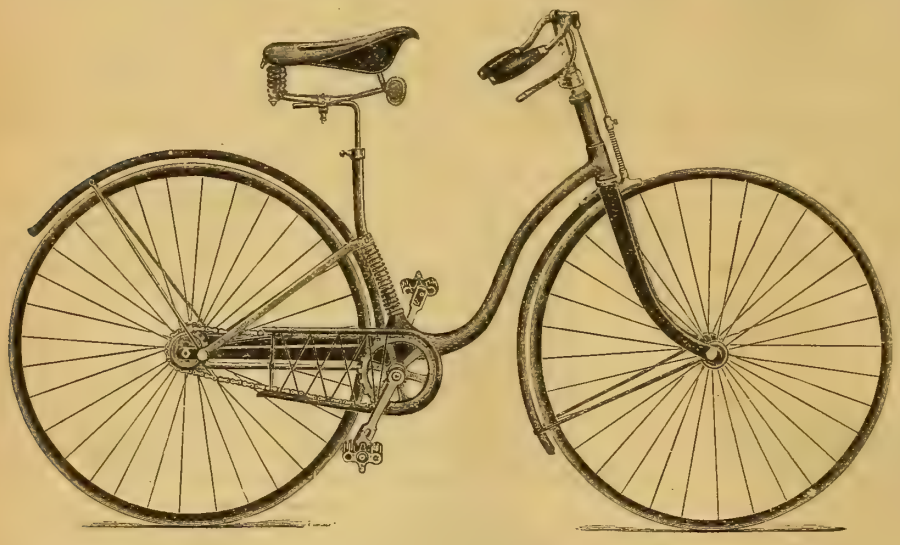
THE above is a comparatively new concern in the field for public patronage, and judging from the advices we have at hand we should judge the Stover Bicycle Mfg. Co. were in the arena to stay, and fully alive to the fact that to be successful they must be up with the times. In the introduction on the catalogue we have before us they say, among other good things:

"We stand before you for the first time candidates for favor and patronage, as manufacturers of high-grade bicycles. The head of our firm (Mr. D. C. Stover) has long been known in trade circles as an inventor and manufacturer of special machinery, and as such will bring his name into the new business, which will assure sound mechanical as well as business principles. The Superintendent of our bicycle factory (Mr. W. C. Smith) is a man of great experience in bicycle building and experimental work, both in America and England, in each of which countries he has acted as manager in the largest and best-equipped factories. We have competent workmen in each of our departments as well as the most modern tools, many of these of our own design. We import our tubing, and it is the best that money can procure. Our office staff are men of expe-

rience in their duties, and will attend promptly and courteously to all inquiries and business in their department."

The Stover Bicycle Mfg. Co. manufacture from patterns of safety wheels, the Phœnix, price $140; the Paragon, price $134; the Iroquois, price $130; and the Tiger, price $70.

The machine, however, which is the subject of this article, is the Phœnix, the special features of which are the spring frame and the adaptation of the clutch ratchet to a chain wheel, with the ordinary crank rotary action.



THE PHŒNIX.

The following particulars we cull from the data furnished us:

The frame is made of the best steel tubing; it is triangular in form, the saddle post and pedal shaft carrier making the third side of the triangle. The frame is attached to the rear fork, directly in front of the rear axle, and swings downward and forward naturally with the motion of the rider. The swing is controlled by a coiled spring made from steel wire drawn expressly for them. The spring is placed on a neat base, which forms part of the main frame, directly over the pedal shaft. It is held in check by a steel collar that allows free play but prevents too much expansion or contraction. This spring is by a simple device made self-adjustable to the weight of the rider, and will ride as easily with a light as with a heavy person. The pedal shaft sprocket wheel and bearings are attached to the swing frame, as is the saddle, so that the feet and body move together, doing away with any difficulty regarding the forcing of the feet from the pedals in rough riding. The spring being at the junction of the frame, and the forks take off a large per cent. of the jar from the frame, thereby adding to the life of the machine and the comfort of the rider. The mud guard is of one piece and is a part of the swing frame; it is ample and light, and the whole device gives the machine an exceedingly graceful appearance.

The rear sprocket and clutch are made of the best dropped forging, carefully milled by a machine of their invention, and are as near mechanical perfection as human ingenuity can get. The clutch is of great power and exquisite workmanship; it is so arranged that by stopping the pedals the feet can be brought to a rest in any position, thereby making a foot rest for coasting that is very comfortable, and that at the same time affords the rider much better control of his mount than could possibly be obtained by the method in common use. It also allows of great advantage in hill climbing and rough riding, as power can be applied at any point and a dead centre is an impossibility. It is handsome and strong, and very little wear.

For the use of a lady the peculiar arrangement of the pedals precludes all chance of a torn skirt or danger caused by the catching of the dress, as will be readily seen. Should such an accident happen a simple reversal of the foot motion would relieve the rider instantly.

The main frame is of best English tubing, made expressly for

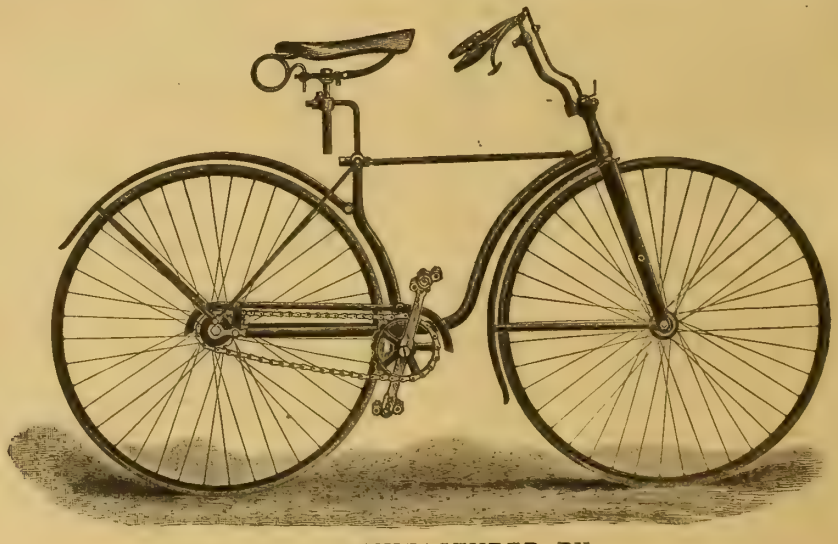
"It is excellent discipline for an advertiser to feel that he must say all he has to say in the fewest possible words, or his readers are sure to skip them; and in the plainest possible words, or his readers will certainly misunderstand them. Generally, also, a downright fact may be told in a plain way, and we want downright facts at present more than anything else."

The "downright facts" are these: For durability, thoroughness of workmanship and beauty of outline, the Warwick Safety stands first among high-grade wheels.

1890.

Perfection Safety.

Price $135.



CATALOGUES READY **JANUARY 15**

MANUFACTURED BY

WARWICK CYCLE MFG. CO., - - - Springfield, Mass.

them. It is of the dropped pattern strongly braced, and brazed to neck and fork ends by a peculiar process original with them, and they guarantee no machine to break at these points.

The chain is a feature that should not be passed over. It is a patent owned by the company. The side links and bushings are of hardened steel and are perfectly fitted to the wheel, and of uniform temper.

The links are made of endless steel bands, and the hollow of each link is filled with a tough fiberous composition that completely fills each link pressing against the bushing and excluding all dirt and grit. This composition is not only very elastic and durable, but it possesses the faculty of absorbing and holding in its meshes a considerable quantity of oil or graphite, and it is therefore practically a self-lubricating chain. Each machine when it leaves the factory has its chain charged with enough of their chain lubricant to run it six months without re-oiling. It is claimed and guaranteed by the company that the chain *will not stretch*, as each chain is put into a machine made for the purpose, and is not only stretched with 3000 lbs. pressure, but is run on hardened bearings under great strain until all the inequalities of the bushings and links are true and perfect, the sprocket wheels are ground, milled and tempered, and the chain *fits* the wheel when it is placed thereon.

Brief.—Wheels 30 inches, 7-8-inch gray Para rubber tires, best weldless tubing frame, ball bearings all over, patent self-lubricating chain, mud and chain guards, vulcanite handles; weight all on, 51 pounds.

Price, $140.00; nickel spokes, extra, $2.50; full nickel, except wheels, extra, $10.00; full nickel, extra, $15.00.

Those desiring agencies should address the Stover Bicycle Mfg. Co., Freeport, Ill.

We took a run up to Westboro' last week just to see how things in the White Cycle Co.'s factory were getting along. We also took the occasion to form the acquaintance of the Broncho, and though the condition of things outside was not conducive to cycling we managed to get a few rods' riding on the machine. The trial was of so limited a nature that we could not form a justifiable opinion on the wheel as a roadster. What little test we did give it, however, gave good promise that a more extended trial would prove the wheel to be an easy running one. As the Broncho is an entirely new departure in the family of safeties we have been promised a chance to a good trial as soon as the spring riding season opens. Great improvements have been made at the factory since our last visit; a powerful engine has been put in, electric lighting plant been added, more machinery put in and the office accommodations have been increased. In fact under the new *regime* everything is being done to push the business. Mr. M. V. Livingston, the lessee, whose home is in Boston, visits the factory almost every day. Mr. White, the President of the White Cycle Co., sailed for England on the Catalonia last Saturday; he goes abroad to visit the Stanley Show, the cycling manufacturing centres, and purchase material, tubing, etc., for the coming year. He will be absent about six weeks.

Work has been commenced on the new club house of the Louisiana Bicycle Club, of New Orleans. The location is on Octavia street, and when the house is completed the Louisiana Club will be one of the best housed clubs in the country.

In our issue of Dec. 27 we printed a note to the effect that F. F. Ives had gone to Chicago, to accept a position with A. G. Spalding & Bros., and sold out his business in Meriden, Ct., to his brother J. F. Ives. We got the facts very much backwards. It is J. F. Ives who has gone to Chicago in the employ of A. G. Spalding & Bros., and F. F. Ives who succeeded J. F. in the Meriden business. Will the brothers Ives please accept our apology and will Western papers please copy?

W. W. Taxis, of Philadelphia, during the last season has won fifty races, viz., forty-two firsts, nine seconds and four thirds. Record for 1889 is claimed for him by his friends. Are there any of the racing men that have done as well?

E. B. Robinson & Co. of Portland, Me., will hereafter represent the Pope Mfg. Co. in that city.

We are advised by Messrs. Rankin & Bruce of Providence, R. I., that they have received from the Patent Office at Washington, a clear title and patent for their toe clip.

We have to thank Mr. A. C. Nussle, of Walnut, Ill., for an excellent Kodak photo. of Major Knox-Holmes, the English veteran cycler, age 87, and his granddaughter, age six, on a tandem trike. The picture also shows Captain Holmes, son of the Major, Mr. P. Howard Riley, of Hartford, and Sidney Lee. The photo. was taken in the yard of the Anchor, on the Ripley Road.

THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unneccessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

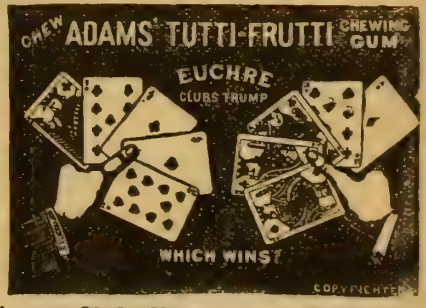
A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

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12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

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280 Broadway, New York

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JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

The President and Vice Presidents (as by the Constitution required.)

Membership.

A. E. Mealy ....1736 Druid Hill Ave., Baltimore, Md.
F. L. Casselberry.....Mansfield, Ohio
George C. Pennell.....Elizabeth, N. J.

Improvement of Highways.

Dr. Chas. S. Butler.....680 Main St., Buffalo, N. Y.
Wm. W. Share.....Brooklyn, N. Y.
Junius E. Beal..... ...Ann Arbor, Mich

Rights and Privileges.

A. Moore Berry.....421 Olive St., St. Louis, Mo.
George A. Perkins.....3 Pemberton sq., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Rules and Regulations.

Dr. Wm. H. Emery....109 Warwick St,, Boston, Mass.
W. A. Davis.....Chicago, Ill
Chas. L. Brockway..... Middletown, Conn

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwater..... Washington, D. C.
Harry H. Hodgson..... .....New Orleans, La.
George Collister..... Cleveland, Ohio.
M. L. Bridgman..... .....Chicago, Ill.

Transportation.

W. M. Brewster..... 309 Olive street, St. Louis, Mo.

CHIEF Consul Brown is pushing things in New Jersey. He has just issued a recruiting circular which will be sent to every non-League member in the State. We have asked him to mail a copy of this circular to each Chief Consul. It would be an excellent idea for the Chief Consuls to exchange circulars and literature. Valuable hints might thus be given and received.

Annual Meeting.

To the National Assembly, L. A. W.:

In accordance with Section 1 of Article V. of the Constitution, the Annual Meeting of the National Assembly of the League of American Wheelmen will be held on Monday, February 17, 1890, at the Grand Union Hotel, New York City, convening promptly at 10 o'clock, A. M.

The following gentlemen are hereby appointed a Committee on Credentials: Edward F. Le Cato, Baltimore, Md.; Dr. G. Carleton Brown, Elizabeth, N. J.; Robt. Holm, St. Louis, Mo. Proxies may be mailed to the Chairman, care of the Grand Union Hotel, New York, four days previous to the meeting, and members having proxies should, immediately on arrival at the hotel, report to the Committee.

Respectfully submitted,
CHARLES H. LUSCOMB, President.

Amendment to By-Laws.

Notice is hereby given that the following amendments to the By-Laws will be presented at the meeting of the National Assembly to be held February 17, 1890.

Article IX Section 1 (Par 1.) Insert after the words National Assembly" "or by a special committee on uniform."

Section 2. The Executive Committee may appoint a national tailor for the League and each Chief Consul may appoint a Division tailor for his Division, said tailors to obtain the cloth of the Secretary of the League.

Section 2 as at present numbered to be numbered Section 3. W. H. EMERY.

New York Amendments.

At the next meeting of the New York Division of Officers, in February, the Committee on Rules and Regulations will submit the following amendments to the Division By-Laws: E. J. SHRIVER,
A. B. GARDNER,
J. M. WARWICK,
Com. on Rules and Regulations.

First—Add to Sec. 1 of Art. 3 the following:

"All questions of interpretation of these By-Laws shall be submitted to him and his decision thereon shall stand as the law of the Division, unless reversed by the Board of Officers."

Second—In Sec. 1 of Art. 6 add to list of committees:

5, Road Book.
6, Racing Board.

Third—In Sec. 2 of Art. 6, strike out all after the word "chosen" and substitute "shall be entitled to sit with the Board and take part in debate, but without a vote."

Fourth—Add to first clause of Sec. 1, Art. 6, the following: "At the February meeting of the Board."

Fifth—Add to Art. 6 new sections to read:

Sec. 5. "The Committee on Road Book shall have full charge of the compilation and publication, from time to time, as they may deem advisable, of the road book issued by the Division, but shall confine their expenditures to such sums as may be appropriated to them by the Board of Officers."

Sec. 6. The Racing Board shall have charge of all Division championships, shall allot time, place or places, and conditions for running them, and may at any time add to, alter or reduce the number and distance of the same.

Sec. 7. The Chairman of the Committee on Rights and Privileges shall be an attorney in actual practice and shall serve as the legal adviser and attorney of the Division, for which he shall receive such retainer as may be voted him at the February meeting of the Board, said retainer to be not less than $50 nor more than $200 per annum. He shall keep a docket and record of all cases coming under his notice, pertaining to cycling, and shall at all times be ready to advise the officers of the Division legally as to their duties without further special compensation, except that the Board may at any time appropriate a sum or sums to reimburse him for expenses incurred by him in the discharge of his duties"

Pennsylvania Division.

Members will please be a little patient in regard to Road Books. We have just sent out the first we have received (200) and they did not go far. We shall send them out as fast as we receive them from the bindery, and in the order we have the names on our roll. When one has been mailed each member we will so announce and then if any have failed to receive a copy, trust they will kick. Fraternally, JOHN J. VAN NORT,
Secretary-Treasurer.

January 6, 1890, 435 Adams ave., Scranton, Pa.

New Hampshire Chief Consul.

Mr. F. A. McMaster of Nashua is hereby appointed Chief Consul of New Hampshire.

CHARLES H. LUSCOMB, President L. A. W.

Colorado.

I have made the following appointments for the Colorado Division:

Consuls.

Holyoke, A. M. Woodford.
Greeley, J. B. Lyman, 1st Nat. Bank Block.
Colorado Springs, R. L. Kelley, 114 So. Wahsatch avenue.

Hotels.

Greeley, Oasis Hotel, regular rates, $2.50 to L. A. W. $2.00.

Holyoke, B. M. Eating-house, regular rates, $2.00; to L. A. W., $1. E. S HARTWELL, C. C. Colo. Div.

Massachusetts.

Circular No. 19.

Frank C. Cobb is hereby appointed consul at Dedham in place of F. D. Ely, Jr., resigned. Fraternally,
W. H. EMERY, Chief Consul.

New Jersey.

Consul List No. 2.

I have appointed the following additional Local Consuls to act in their respective localities:

Arlington, Wm. H. Kirby.
Allentown, Thos. B. Cole.
Bridgeton, Edw. P. Woodruff.
Camden, B. O. Miller.
Closter, Walter Stillman, Jr.,
Cinnaminson, Edw. S. Wood.
Chatham, A. T. Berry.
Cape May, Albert W. Foster.
Caldwell, Morris B. Lindsley.
Cherry Hill, H. P. Stoney.
Cedar Grove, William Bowden.
Dover, J. H. Bickley.
Dunellen, W. H. Milliken.
Edgewater, John A. Winterburn.
Gloucester, J. A. McCulloch.
Haddonfield, W. L. Hinchman.
Highstown, H. E. Deats.
Lakewood, Clarence H. Shiner.
Long Branch, Stephen B. Gilhuly.
Neshanic Station, James Hankins.
New Market, Dave F. Blackford.
Montclair, Dr. Albert J. Wright.
Morristown, Geo. E. Voorhees, Jr.,
Mt. Epraim, Geo. F. Howell.
Paterson, W. G. Norwood.
Passaic, W. E. Shuit.
Perth Amboy, E. W. Barnes.
Pennington, Henry C. Bunn.
Orange, C. A. Lindslay.
Red Bank, Geo. F. Spinning.
Roselle, O. T. Peck.
Ridgefield, Gustave Gansmann.
Saddle River, J H. Osborne.
Tuckerton, J. Carroll French.
Watsessing Station, (East Orange) C. H. Foiles.

Wm. H. Huff has been appointed consul for Beverly vice J. L. Clarkson, resigned.

G. CARLETON BROWN, Chief Consul.

Hotel Appointments New Jersey Division.

List No. 1.

The following hotels have been appointed under an agreement which prohibits the proprietors from receiving non-League members at League rates. In consideration of which I would request League members when visiting those localities to patronize the hotels named:

Washington, St. Cloud, rates $1.50 per day, dinner, 40 cents.

Salem, Nelson House, rates $2.00 per day, dinner, 50 cents.

Dover, Jolleys, rates $2.00 per day.

Trenton, The Trenton House, rates $2.50 per day, dinner, 75 cents.

Westfield, Westfield Hotel, rates $1.50 per day, dinner 5 cents.

Bound Brook, Hotel Gaddis, rates $2.00 per day, dinner, 50 cents.

Flemington, Union Hotel, rates $2.00 per day, dinner, 50 cents.

Englewood, Palisade House, rates $2.50 per day, dinner, 75 cents.

League rates given only on presentation of membership ticket for current year.

G. CARLETON BROWN, Chief Consul.

Pennsylvania-Maryland-New Jersey-Delaware Road Book.

I have received numerous requests for the new Road Book, and in response to these, I desire to say that members of the Pennsylvania Division will receive theirs through Secretary-Treasurer, J. J. Van Nort, Scranton, Pa., who is now mailing the 1590 required for the State. The Maryland and New Jersey members will have to apply to the Chief Consuls of those two Divisions for their books, as neither of the two States named have yet decided to purchase the work for their members, although Maryland is now negotiating with this Committee with that intention.

In this connection it should be stated that Pennsylvania has assumed all the risk, borne all the expenses and done all the work, and now offers the two Divisions named (Be aware having already taken her quota) the Road Book at practically cost. In case their Boards of Officers do not decide to co-operate with Pennsylvania the members can only obtain copies at the regular selling price—$1.00 to League members.

H. CROWTHER, Chairman Road Book Com.
Phila. Jan. 13, 1890.

Windle Reinstated.

The Racing Board, by unanimous vote, has reinstated Mr. William Windle, of Millbury, Mass.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Wisconsin Division.

The Wisconsin Division of the League of American Wheelmen is without officers, by reason of failure to have an election last August. The terms of office expired September 1st, 1889. The Milwaukee Wheelmen therefore, desire to take the initiative in a movement to restore the Division to its proper standing, and the meeting of the Division is called at our rooms on W. Water street, Milwaukee, Saturday, January 25th, at three o'clock P. M. A general revision of the affairs of the Division will be made, and officers elected. After supper at the Hotel Windsor (League Hotel), a theatre party will be formed.

The League of American Wheelmen is an organization of over 12,000 members, of which the Wisconsin Division has eighty-nine, Illinois has 375. It is an organization founded to promote the general interests of cycling; to ascertain, defend and protect the righs of wheelmen, to encourage and facilitate touring, to promote the improvement of roads, and to regulate the government of all amateur sports connected with the use of the wheel. Genial companionship, easy intercommunication, mutual protection and defense, sensible laws and reasonable administration of them, good roads, constructed and kept in repair with intelligence after the most approved methods and some degree of freedom in the use of them, comfortable hotels and moderate charges, free transportation for wheels over railways, when accompanied by riders—these are indispensable auxiliaries to the progress, safety and pleasure of cycling. In such matters the individual wheelman is powerless and the ordinary club effective. It takes the power of numbers to bring about these conditions, and the League of American Wheelmen has exercised its power of 12,000 members to good effect in the east, and as far west as Illinois, in which State and especially in Chicago, great results have been accomplished in placing bicycles on a par with carriages. The power of numbers has been used to promote great race meets, great social meets and touring parties in Illinois, so that a wheelman is fortunate to reside in that Division.

A first class Division consists of 100 membees, and such a Division is entitled to elect a Chief Consul, Vice Consul, one Representative and a Secretary-Treasurer. It costs $2.00 to join the League ($1.50 of which is paid back by the League Treasurer to the Division) May 1st. It costs $1.00 to renew a membership. After the first six months of the year have passed, it costs $1.50 to join. Every member gets the LEAGUE BULLETIN free, which is one of the best cycling papers published. Mr. Charles H. Luscomb, of New York, is now President, and Mr. Abbot Bassett, of Boston, is Secretary and editor of the BULLETIN. The League has a legal department, a department for improvement of highways, a department for the maintaining of transportation on railways, a racing department, besides other technical departments, all presided over by excellent men who make a specialty of their particular lines of work. The League is kept continually before the eyes of the public, and is a frequent litigant in the courts, and is before the legislatures of States. It has at its command the best talent of the East, where the cycling population is greater than in the West. It has first made smooth the way of the cycler over the highways, has established his legal status, has built up precedents for action in the courts, and is the guardian generally of the personal interests and convenience of every person who rides a wheel.

Wisconsin can obtain the full benefits of this noble organization as laid down. We now have a nominal organization, but without officers and heads of departments, we are void. The Milwaukee Wheelmen, recognizing its position as the representative club of the State by virtue of its location in the metropolis, feels that it is its duty to take the initiative and calls for the co-operation of all cyclers of Wisconsin. We lack but eleven more members to attain the position of a Division of the first class. We have the finest cycling of any State in the Union, and prospects of a great increase in our wheeling population during the coming year. We invite you cordially to come to Milwaukee Saturday afternoon, January 25th, and will make it pleasant for you. Fraternally, MILWAUKEE WHEELMEN.

Connecticut Removal and Appointment.

I hereby remove for cause, Mr. W. G. Hughes consul, at Waterbury and appoint in his stead Mr. Rollin R. Bird. DAVID J. POST, Chief Consul.

Louisiana Division Call Meeting.

At a call meeting of the Louisiana Division held on Saturday, January 4th, 1890, a large attendance being present, the following resolution, received a unanimous vote.

Be it resolved, that President Luscomb be advised by wire, that it is the unanimous request of the Louisiana Division, in meeting assembled, that he will appoint John O'Reardon, Vice Consul, and W. H. Renaud, Jr., Representative of this Division.

HARRY H. HODGSON, Chief Consul.
J. W. DODGE, Secretary-Treasurer.
New Orleans, January 4th, 1890.

Missouri Division.

A Magnificent Offer For New Members.

To consuls and members:

To stimulate the work of recruiting I will present a fine calendar to every member who secures us a recruit during the present month. The said calendar is a work of art and will not be out of place in the finest parlor or drawing-room. Full particulars as well as application blanks will be found in BULLETIN of January 3, which I trust you will not fail to make good use of and ther by add your quota to "Missouri's 400."

Fraternally yours, ROBT. HOLM, C. C.

Missouri Appointment.

H. C. Woodruff is hereby appointed Local Cousul for Hannibal, vice A. C. Miller resigned. He can be seen or add essed care Master Mechanic's office H. and St. J. Ry.

In Mr. Miller the Division looses one of its hardest workers and one to whom the credit is due for securing our present Hannibal membership, St. Louis.

Fraternally yours, ROBT. HOLM, C. C.

Missouri's 400.

To Consuls and Members:

Another year has rolled around and left the membership of this Division in a very unsatisfactory condition. At the time of taking charge of this office I set my heart upon obtaining 400 members by January 1, and had I received but one-third of the suppo t and encouragement which is accord d the Chief Consuls of other Divisions, we would have gotten there. As it is we have just seventy members less than what we started out for, and while the Division has grown from 274 to 330 members (an increase of nearly twenty-five per cent. during the four months of the present administration) still it is not what it would have been had the majority of local Consuls and the members themselves done their duty at recruiting. The larger part of the work of securing recruits was done right here in St. Louis by the undersigned and Vice Consul Jordan, while such cities as Kansas City, St. Joseph and Joplin were rarely if ever heard from, in spite of the fact that each of them has either a Representative, committee chairman or a member of one of the most important committees of the Division. With the advent of the New Year this all has to be changed and I hope to see an immediate improvement in work of recruiting. There are at present, at the very lowest estimate, 1000 wheelmen in this State who all could be gotten to join by using a little persuasion. The name and addresses of the riders are in my possession, and should any member desire a list of names to work on I shall be pleased to furnish it. In this connection it would be well to say that I will present a fine calendar to every member who secures us a recruit during the *present month*. The said calendar is a work of art and will not be out of place in the finest parlor or drawing room Fraternally yours,

ROBT. HOLM, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee hereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objection able person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 224—Total 46—12,278.

BOSTON, Jan. 17, 1890.

COLORADO DIVISION—4—51.

Social Wheel Club.

25973 Brown, A. H., 1836 Arapahoe st., Denver

Unattached.

25971 Cordingly, Alfred, 1219 So. 11 st., Denver
25972 Pickett, Frank W., Box 170, Monte Vista
25986 Dille, Frederick M., Greeley

DELAWARE DIVISION—6—45.

Wilmington Wheel Club.

25987 Alker, John B., 221 No. Jackson st., Wilmington
25988 Blackburn, Wm. D., 1402 Van Buren, "
25989 Collin, Fred F., 921 Lancaster ave., "
25990 Harlan, Howard, 1032 Maryland ave., "
25991 Seeds, Washington C., 1303 West 13 st., "

Unattached.

25992 Thomas, Charles F., 421 Market st., "

ILLINOIS DIVISION—4—896.

Illinois Cycling Club.

25983 Decker, E. M., 363 So. Western ave., Chicago
25984 Safford, L. B., 352 W. Madison st., "
25985 Vokoun, J. W., 168 La Salle st., "

Unattached.

25997 Smith, J. B., Box 123, Abingdon

MASSACHUSETTS DIVISION—5—1622.

Columbia Bi. Club.

25962 Packard, Wm. F., No. Attleboro
25964 Thurston, Will E., Box 11, Attleboro Falls

Unattached.

25963 Scott, E. A., No. Attleboro
25998 Jones, W. E., Box 3660 Warren
25999 Smith, Leon E., Box 14, Hopkinton

MICHIGAN DIVISION—1—436.

Grand Rapids Bi. Club.

25978 Borrt, Lawrence, 317 Jefferson ave., Grand Rapids

MISSOURI DIVISION—3—338.

Fleet Wing Outing Club.

25958 Bartholomew, W. H., 3400 Morgan st., St. Louis

Unattached.

25979 Allshouse, H. A., care of A. M. Ray, Hannibal
25993 Zorn, H. E., Box 16, De Soto

NEW JERSEY DIVISION—8—619.

Englewood Wheelmen.

25975 Morewood, Henry F., Englewood
25974 Miller, G. L., "
26001 Moore, Lewis H., "
25976 Westervelt, W. A., Tenafly

Orange Wanderers.

25968 Clark, John E., 3 Arlington Pl., East Orange

Trenton Wheelmen.

25994 Coleman, Wm. V., 239 E. Hanover st., Trenton

Unattached.

25969 Simanton, Chas. E., Box 252, Washington
26000 Dasmer, Wm., 192 Bergan ave., Jersey City

NEW YORK DIVISION—6—2140.

Brooklyn Ramblers.

25995 Hundley, Geo A., 116 Henry st., Brooklyn
25996 Whitelaw, James Jr., 92 Washington st., "

Unattached.

25980 Levy, Robt. E., 37 East 62d st., New York
25057 Muller, Emil G., 428 W. 29 st., "
25970 Hayes, Harold A., Drawer 32, Tonawanda
26002 Moore, Dr. C. E., 315 W. 46 st., New York

PENNSYLVANIA DIVISION—6—1415.

Unattached.

25965 *Peddrick, Miss Lillie E.*, 2008 No. 20 st., Philadelphia
25960 Mershon, C. C., 1203 Filbert st., "
25977 Ware, George, 2021 No. 16 st., "
25059 Williams, Thomas M., 2709 Brown st, "
25961 Davis, J. Harry, Jr., Secane, Del. Co.
25981 Arnold, Harvey A., Williamsport

RHODE ISLAND DIVISION—1—339.

Unattached.

25982 Ashton, Wm. H., 224 No. Main, Pawtucket

TEXAS DIVISION—1—37.

Unattached.

25966 Gray, R. W., Box 400, El Paso

FLORIDA—1—20.

Unattached.

25967 Lowe, Herbert W., 63 West Union st., Jacksonville

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and ocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

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No. 4—Liver & Kidneys, Dyspepsia, Indigestion, Constipation, Brights Disease.
No. 5—Fever and Ague, Dumb Ague, Malaria, Neuralgia.
No. 6—Female Weakness, Irregularities, Whites. A Golden Remedy.
No. 7—A Perfect Tonic, which gives Health, Form and Fullness, Clear Complexion, Good Blood and lots of it.
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Authorized by the Uniform Committee,

Committee.

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COAT, $8.25, BREECHES, $5.50.
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Large Buttons, 5c. each.
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Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
No. 1, Canvas, leather trimmings 3.50

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4. They fill orders promptly for machines or sundries.
5. The reputation of the Pope Mfg. Co. is recognized everywhere, and Columbia cycles sell the easiest.
6. The dealings of the Pope Mfg. Co. with me have always been fair and liberal.
7. The Pope Mfg. Co. issue the best cycling catalogue published, and large quantities of unique and valuable advertising matter, and do the greatest amount of general advertising.
8. I can make more money by being a Columbia Agent, because Columbias are sold at one price only, which is positive proof of their value.
9. Columbias cost less to repair than any other machines, and all parts are interchangeable.
10. By far the largest proportion of professional, scientific, and mechanical men and other riders best qualified to judge of values are now riders of Columbias.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 24 JANUARY, 1890.

Volume XX.
Number 13.

NECESSITY IS THE MOTHER OF INVENTION.

DESIRABILITY IS A STEP FARTHER.

THE INGENUITY OF MAN RISES TO THE PRODUCTION NOT ONLY OF THE NECESSARY, BUT GOING BEYOND THIS IT FINDS FIELDS FOR EVEN GREATER AND FINER ACHIEVEMENTS IN THE REALMS OF ELABORATION, WHERE THE OBJECT IS NOT ONLY TO FIND A DEVICE THAT WILL DO THE WORK, BUT THE DEVICE THAT WILL DO THE WORK THE BEST.

NOW WE LAY CLAIM TO AT LEAST A REASONABLE SHARE OF THIS INGENUITY, AND SUCH AS WE HAVE WE HAVE PUT INTO THE VICTORS. THEY STAND AS EVIDENCE OF WHAT WE CAN DO IN THE WAY OF BUILDING BICYCLES, AND THERE ARE LOTS OF PEOPLE WHO TALK VERY ENTHUSIASTICALLY ABOUT THEM.

RIDE A VICTOR (IF YOU DON'T ALREADY) AND YOU WILL KNOW WHY.

ILLUSTRATED CATALOGUE FREE.

OVERMAN WHEEL CO.,

BOSTON, WASHINGTON.

Office and Factory, CHICOPEE FALLS, MASS.

WE DON'T AUPHEN DO THIS.

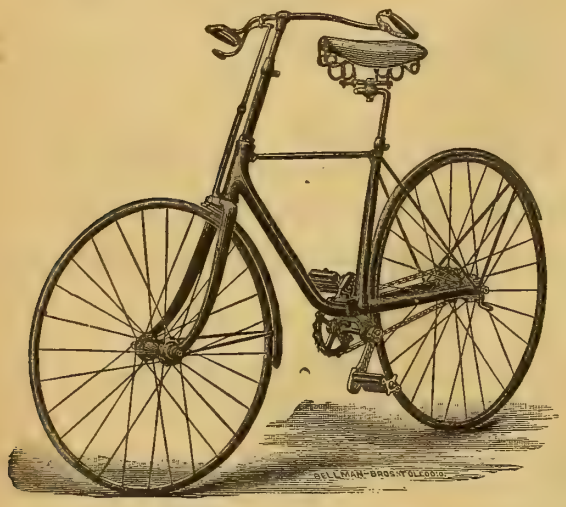
Our allusion to the Auphenwauk Wheel Club on the 10th inst., brings us an article in the *Cycler and Tourist*, written by a gentleman whose public name is the same as that of the above club. We have a suspicion as to his identity, but will not uncover him. A part of his story looks as though he had started to write an ad. for us, and then suddenly changed his mind. We have taken the liberty of splicing it out, and divide the responsibility with him, as indicated by the quotation marks:

"I seen one'r them little tew wheels go along tother day, be them's good's the tall ones?" queried the stranger, as we stopped by the way. We eyed him a moment, and then softly asked if he knew what a momentous problem he had stated. And with emboldened mein thus we broke forth: 'Sir, in days forever flown (and well they be) our elder brothers rode velocipedes within the narrow halls enclosed. No tire of rubber, soft as down that doth in fable grace the goose's pinion fair, was to be found about those wheels of yore. They rested prone with tire of steel upon the floor. Where are they now, those shakers of our marrow? Gone! But know ye these were *'best'* and highly vaunted in their day! So runs my tale. 'Twere idle words to note the fickle shades have come and gone since those crude days in cycledom.

And now ye ask me what is best; my words are scant. *This* might ye mark withal, that some be much enamored of a kind, or style or breed, the like of which ye speak. Anon 'tis given out that certain artisans have wrought in wood, a cycle of this draught" in which the captious critics would, with eager gaze, spy out some flaw, and then, with pomp and nerve worthy the undoing of a more heinous crime, proclaim in tone (the which 'twere folly to compare with aught, but those affected by relatives of the mule upon his father's side) 'I told you so.' But lo, 'the die is cast,' we use this ancient chestnut as we found it, though in good sooth most modern dies are forged. 'Tis with but small regret that we, unmindful of the croaker's wail, observe the pulling in of holes, up which the egotistic cranks have crawled.

While hickory wheels their noiseless course pursue, and ever on and up the royal path which is with prejudice beset, you may expect to see them lead the van. And if, perchance, you read the English press you will with much perplexity observe that, after all these tedious years of buckling wheels and breaking tubes, there yet remains unsolved (if of their talk we may take heed) problems of which the laymen little reck, problems momentous and far-reaching, of spokes "triangulated," "direct," "tangent," "resultant," and otherwise. If to a science was reduced the art of making wheels, no more we'd hear amid the rattling tumult of the street (which rattling, by the way, would then be less) the loud and useless talk of this or that man's whim, of which, mayhap, the leading wheelmen boast. But in its stead will all agree that *some* particular mode is best. What will it be? Time in its resistless flight will tell the tale. If this or that be best, don't doubt 'twill *come* and *stay*. Truth crushed to earth can no more surely rise, than can the best supplant all else in every trade. The worm when trodden on will turn, but not with greater certainty than will the hickory wheels of which, we wot, you fain would know the rest. A postal card well started on its course will, in due time, to us the story tell, and forthwith on receipt of your desire thus made known, we'll hasten to relieve your want.

STERLING ELLIOTT, = Newton, Mass.



PRICE ONLY $35.

"UTILE DULCI."

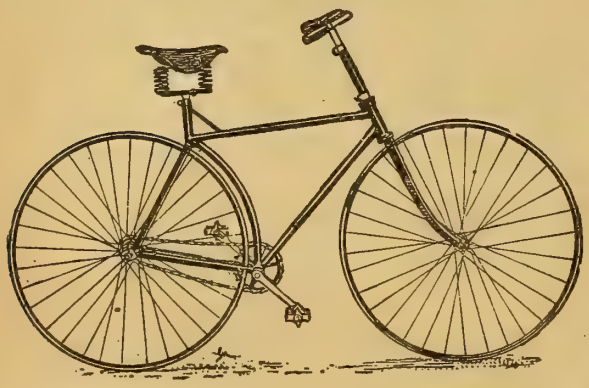
It may be egotism on our part, yet we cannot help but feel that the boys mean what they say when they hold up their right hand for the Little Giant, and confirm their opinion by their orders.

We have often heard repeated, "the best is always the cheapest in the end, even at a greater cost." To this we add *certainly, certainly,* and we give you the best without the extra cost.

Therefore, the best and the cheapest without the extra cost, buy A Little Giant of some of the many agents herewith attached and be happy All reliable dealers, who would not sell these goods if not as we recommend and guarantee them:

Wm. Read & Sons, Boston, Mass.; Merwin, Hulburt & Co., New York; E. C. Meacham Arms Co., St. Louis, Mo.; A. G. Spalding & Bros., Chicago, Ill.; H. A. Lozier & Co., Cleveland, Ohio.; Standard Cycle Co., Buffalo, N. Y.; Bretz, Curtis & Co., Philadelphia, Pa.; B. Frank McDaniel, Wilmington, Del.; Eisenbrandt Bros., Baltimore, Md.; H. S. Owen, Washington, D. C.; Alsdorf & Co., Newark, N. J.

LOZIER & YOST BICYCLE MFG CO., Box 131, Toledo, O.



THE MOUNT FOR 1890.

THE REFEREE SAFETY.

Correct braced diamond frame of the best steel tubing. True tangent spokes. Ball socket head. Best black rubber tires. Weight, 37 lbs., all on. The lightest in the world and easiest running.

BRETZ, CURTIS & CO., Philadelphia, Pa.

AGENTS WANTED. **Sole U. S. Importers.**

Send a Postal!

Card to Howard A. Smith & Co., Newark, N. J., giving your name and address, which will be placed on their mailing list. Their 1890 Catalog will be ready for mailing without delay, and will be, if possible, than ever before.

Elwell European Bicycle Tour.

(SEASON OF 1890.)

CATALOGUE NOW READY.

Address

F. A. ELWELL,

152 PEARL ST., - PORTLAND, ME.

For all kinds of

Bicycle Repairing, Nickel Plating, Enamelling, etc.,

Send your Wheel to

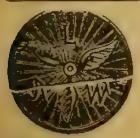
HARRIS & HABERER,

15 West Chippewa Street, BUFFALO, N. Y.

SPECIAL.

All Advertisements in this Department 20 cents a line.
☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

Send 25 cents and get one of the



New L. A. W. Lapel Buttons.

Made of rolled Silver Plate, oxydized. Very neat and serviceable.

N. H. GIBBS,
Box 632. PROVIDENCE, R. I



L. A. W. BADGES,

The official design in solid gold. Prices, $2.50, $3.50, $5.00 and upward. Patented. Send for free Catalogue and address orders to

C. H. LAMSON,
177 Middle St, Portland, Me.

TRY YOUR LUCK by taking a chance on a 56-inch Expert, nearly new and in first-class condition; fitted with Lakin Cyclometer. Tickets 50c. each; in clubs, 11 for $5. Address W. E. BEACH, Howell, Mich.

FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, $14.00, $15.00, and $16.00. Cutters, Home Trainers, etc. Send for circulars. M. A. WOODBURY, Bradford, Pa.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

A. O. VERY,

New England Agent for the

Warwick "Perfection," "Union"

—AND—

"Giant" Cycles.

—ALSO—

The Standard Sewing Machine

173 Tremont Street.

AGENTS WANTED,

NEW AND SECOND-HAND

Bicycles and Tricycles.

Get our prices on second-hand wheels before purchasing.

REPAIRING

of all descriptions at reasonable prices.

SIDWELL & SABEN

182 Columbus Avenue,

BOSTON, - - MASS.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

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WANTED—Three Lakin and Butcher cyclometers in good order, geared to 50, 52 and two 56 inch wheels. No letters answered that do not state price. Address JOHN MAGEE, I. C. W., Richmond Hill, L. I.

A BARGAIN—An "'89" American Rambler safety; never used, for $105. Address H. W CASE, Ansonia, Conn.

FOR SALE—Victor safety, pattern of '89; run five months; in fine condition; good bargain. E. LEAVENWORTH, Sioux City, Iowa. Box 265.

'89 PATTERN 50-inch Expert; good as new; not used much; D. finish. Will sell for $85. If not as represented can be returned; privilege of examination. J. F. LEITZINGER, Clearfield, Pa.

COLUMBIA LIGHT ROADSTER SAFETY—Invincible lamp; oil can; patent toe clips; bridles; bell and tools. Run about one month. Good as new. Address Lock Box 111, Knoxville, Tenn.

FOR SALE—Caligraph; used by one person for a few months only; good as new. Original cost $85; will sell for $50. Apply at office of Bicycling World, 12 Pearl street, Boston.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid

Sparkling Sweet Cider.

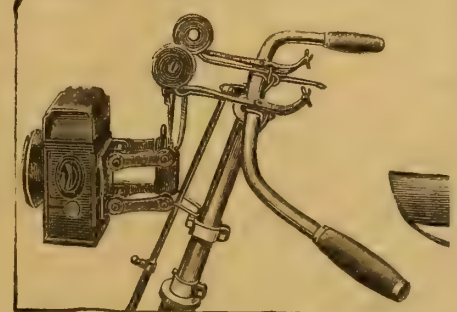
Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,
118 Warren Street, New York.
Mills, Bouckville, Madison Co.
ESTABLISHED 1865.



Lamson's Detachable Luggage Carrier No. 1.

As now made fits all the Safeties. (Patented.)

Does not rattle or chafe the machine. Does not interfere with the use of the brake or lantern. Very light and durable. May be quickly removed from the machine without undoing the bundle, and then forms a perfect shawl-strap. **Price, $1.00.** For sale by all dealers in Cycling goods. Made by

C. H. LAMSON, - - PORTLAND, ME.

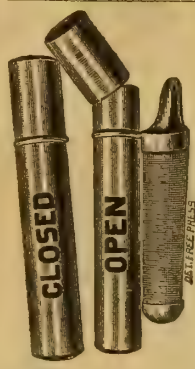
s (Electrotypes furnished dealers who publish catalogues.)

Wanted to Purchase.

The subscriber desires to purchase a few of the following wheels, 1889 pattern. Columbia Light Roadster Safeties, Columbia Tandem Safeties, Columbia Tandem Tricycles. Must be in best possible condition. I will pay cash, or accept in exchange for new wheels of any desired make. Address

COLUMBIA,
Bicycling World Office.





Just the article every Cyclist needs.

Mark's Ball Bearing Cleaner.

By the use of this little device the cleaning of the Ball bearings is perfectly easy and safe, with no loss, as it is not necessary to handle them. Send for one at once, and you will say it is just as indespensable as a wrench or oil can. Full nickel, neatly packed, with full directions, and sent post-paid, on receipt of 75c. All orders addressed to the Inventor.

C. E. MARK, Flint, Mich.

We Have Got the Grip,

But it is not the same as the prevailing fashionable disease. It is in the shape of a

TOE CLIP.



RANKIN PAT. TOE CLIP.

They do not Grip so that you cannot get your Feet off when you desire. In fact it is the easiest thing imaginable. It will improve your riding, as you can add about 25 per cent. pressure on your pedals.

Be Fashionable, Boys, and have the Grip. The expense is Light. They will keep your feet from slipping off the pedals, and save you many a fall.

Agents wanted. A big thing for hustlers. Liberal discounts to same.

RANKIN & BRUCE, Sole owners & Man'facturers

Box 103, PROVIDENCE, R. I.

Mail orders Postage Paid, per Pair, 50 cents.

Waste basket full of references if you want them.



INCER CYCLES

Particular attention is called to the IMPROVEMENTS FOR 1890, and especially to the following:

THE "SINGER" BALL STEERING.

THE "SINGER" SPRING FORK.

THE "SINGER" COMBINATION BRAKES.

THE "SINGER" PATENT STEERING FOR TANDEMS.

THE "SINGER" BALL PEDALS.

OUR PATENT SPRING-WIRED TYRES

STAY ON.

For full particulars of all "Singer" Cycles see Illustrated Catalogue.

SINGER & CO.,

6 & 8 Berkeley Street, - - Boston, Mass.



ANNUAL ANNOUNCEMENT!!

As for several years past, before the season opens we offer a few

NEW MAIL ORDINARIES,

taking Other Wheels in Part Payment. This gives wheelmen an opportunity of *realizing for their* old mount more than any other way and obtaining a New Mail, the reputation of which is too well known to need description.

Describe fully your wheel, stating size, condition make, and your valuation.

SEND FOR NEW MAIL CATALOGUE.

WM. READ & SONS, - - 107 Washington Street, Boston.

THE BICYCLING WORLD
FOUNDED 1879
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 24 JANUARY, 1890.

IN the official department of this issue will be found the Racing Rules of the L. A. W., as amended by the Racing Board at its meeting in Chicago, January 11th. Many changes have been made in the old rules and several new rules have been added, and we have now a code as a whole admirably suited to the times, and the interest of the sport.

The most important step taken by the Board is that in which it sets its foot upon the evils growing out of the recognition of the rules of athletic organizations, which are more elastic than those of the L. A. W., and under which men have accepted expenses and ridden under various club colors, as they could not under League rules. In future the League will take charge of cycle racing, and will make its governing rules, and the athletic clubs will be required to conduct their cycle contests under these rules, and these only.

We notice that the Board has gone back to the rule which requires race promoters to obtain the sanction of the Board before race meetings can be announced to be held under L. A. W. rules. That rule was in force during 1882-3, but it was found to be of doubtful utility as well as productive of a great amount of work. The members must have been aware of extraordinary circumstances calling for such a rule as this, for we do not think that we overstate it when we say it will increase their labors two fold.

The championship will now mean something, and will attract much more attention and excite more interest than ever before. The scheme mapped out by the Board has the stamp of wisdom, and cannot fail to give us good results. We cannot but regret that the championships are all for two-wheelers. The tricycle has been relegated to the rear of the procession in this day of "safeties," but we should be glad to see at least one little distance for the wide-tracked wheel, but the Board is not of this opinion.

Provision in part is made for district championship meetings, and permission is given to districts to pay the expenses of racing men to national championship meetings, but the working details of this scheme are lacking. The districts are not organized, and no provision is made or suggested how they are to get money to pay these bills and who is to disburse it. The Racing Board cannot assemble the States into districts, nor can the National Assembly, for want of sufficient notice, at its next annual meeting. The districts should be organized under uniform rules, which shall provide for the raising of money and the expenditure of it. Who is to make these rules, and when? The scheme is a good one so far as the Racing Board has carried it, but there would seem to be very much that is important yet to be done, and which has been omitted.

Under the old rules a starter was not allowed to step over the starting line, but many starters kept within the letter of the law though they fell at full length on the ground after the push-off. In future no part of the starter's body may touch the track in front of the mark. This is a good rule.

Novices must now have never won a prize. The provision in the old rule, which failed to count prizes won in club contests, came from England and encumbered the rule to no benefit. The rule is simplified and greatly improved by the change.

Under the old rules a man was classified by the time he had previously made in winning one of the first three positions in any race. Now the rule changes three to two. It seems to us that the object of this rule is to keep from a class race any man who can make better time than that given for the race. In fact we think we would like to have seen the Board go further, and apply the same principle to this kind of race that applies to handicaps, i. e., we would exclude from a class race any man who in the opinion of the classifier had undoubted ability to make better time than that stated in the title of the race. "Handicaps shall be based on the *ability* as well as *records* of the contestants." So, wisely, says Rule F. If it is good in the case of handicaps, why not in the case of class races? If it is fair to judge a man by his *abilities* as well as his *records* when we place him on the 25, 50 or 100 yard mark, why is it not just as fair to do the same when we put him in 2.40, 2.50 or 3 minute class race? It does not count for much to instance the practice of the trotting rules.

Let us be progressive and let us remember that we have made advances in many ways over the trotting rules. So long as we fail to consider the abilities of riders in classifying them, just so long will the true objects of the class race be defeated, just so long will riders scheme to keep their record above the mark where they should rest. The men whose *ability* will not permit them ride faster than the race title are defrauded of the protection which that title should give them. The old rule provided that the first three places should count because the rules call for three watches. Now a man may win third place and practically demonstrate that he can make 2.40 for a mile, and yet for want of other records, enter a three minute class. We do not think the change improves this rule.

The new provisions in the case of team racing prevents in future many of the questionable practices which have been indulged in by those who wanted to win glory for a club by employing imported talent, and corrects one of the abuses for which athletic clubs are largely responsible. The new rule is an excellent one.

Those who enter a team race are eligible to the consolation race if the prize in the former goes to the club and not to the individuals, but it does not seem fair to admit these men to the consolation if they have competed in no other race. The prize won for the club in the team race should not bar them from the consolation, but they

should have some other claim to it than the team race entry.

Several changes that we hoped to see are not forthcoming. It would have been wise to forbid betting among race officials. It would seem at first thought that such a rule was unnecessary, but race officials have been known to lay wagers, thus predjudicing their judgments, and a rule could do no harm, and might do much good.

Heretofore it has been an unwritten law that a Referee could call a rider from the track and end a race when its finish was a foregone conclusion and further continuance was a bore to the audience. If a ten mile race is being run, and at six miles all contestants but one have left the track, the race should be given to that rider and he should be called from the track. In the past, Referees have assumed the right to take such action and men have been called from the track in many cases to the relief of the audience and all concerned. But the Board has refused to confer this power upon the Referee, not at the last meeting, but previously. This omission we regret, and no matter how tedious and useless it may be, prevents the officer from acting under the unwritten law as he was wont to, and that in case there is no power to call a solitary rider from the track, even though he loaf through the remaining distance.

We are pleased to note that the handicapper's fees have been raised to a sum that will prevent him from actually losing money for the privilege of putting in good hard work. We have given our opinions of some of the new provisions of the rules, but let it not be thought that we think unfavorably of them as a whole. We believe the code has been very much improved, and that the racing interests will gain by the changes that have been made. We do not believe the Board will regard our criticisms unkindly. We congratulate them upon the great stride they have made in the right direction; the improvement is vastly in excess of the points we have criticised.

GOVERNOR BRACKETT, of Massachusetts, will please accept our most respectful apologies for the error which we inadvertently made last week, in stating that he had omitted to make any recommendation on the matter of roads improvements. The papers that we have before us and the same one that we carefully looked over was the January 3d, morning issue, of the Boston *Herald*. In the report of the Governor's message given in that issue *nothing* appeared on the roads improvement question, and naturally supposing that such an important document was given in its entirety we concluded that Governor Brackett had given the matter the slip.

Later we discovered that in the *evening* edition of January 2d of the Boston *Herald* the message was published in extenso, while the morning edition of the *Herald* January 3d omitted the clause which referred to roads improvement.

The Governor says, in the message as sent to the Legislature, and as printed in the *Herald* of the 2d:

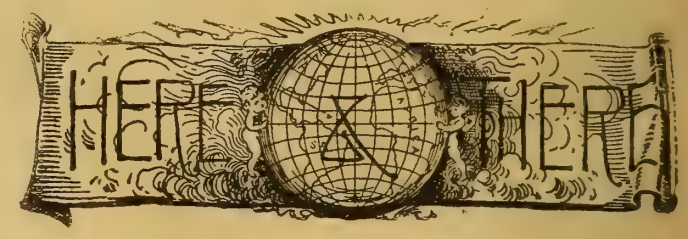
"It is important that the public roads be kept in the best possible condition for the safety, convenience and pleasure of the people. This subject is one in which great interest is at the present time being manifested, not only in this State but in others. That there is ample room for improvement is apparent. As one step in this direction, my predecessor, in his message of last year, recommended the appointment of a Commissioner of Highways, with certain specified duties. I commend to your careful consideration this proposition, and all others which may be submitted to you looking to a better system of construction and repair of our public ways."

Mr. George L. Perkins himself waited on the Governor, and requested him to notice the matter in his message, and Governor Brackett promised to do so, and performed his promise as shown above.

We make this rather lengthy explanation to show the reason of the oversight and error made in our last issue. We again apologize to Governor Brackett, and also to Mr. George L. Perkins, who had been so active in calling the attention of the Governor to the advisability of inserting a roads improvement clause into the message.

IN our report on another page of the active doings of Messrs. Perkins and Cossum, of the Rights and Privileges Committee, in the States of Maryland and Virginia will be a source of comfort and encouragement to the friends of roads improvement legislation. It is too early in the game to crow too loudly, but we cannot but congratulate League members and Messrs. Perkins and Cossum on the fine beginning the committee has made in those two States. It augurs well for the ultimate successs of the scheme.

IT is very evident that our Baltimore correspondent, "Argus, Jr.," will have to report a different condition of things so far as the attitude of the State L. A. W. officials being opposed to any action looking towards pushing a general road law. Mr. Perkins has been down there and shown the whole-souled Marylanders that there is "something in" roads improvement legislation. The result of the joint conference is that Chief Consul Mott has taken off his coat, and his able Lientenants have also shed their outer garment and gone to work with a will, nay, *two* wills. Ergo, keep your eye on Maryland!



BOSTON NOTES.

"TONEY."

ONE fine day in the month of May, in the year A. D. 1886, several wheelmen met in New Bedford, and after a little preliminary talk determined to perfect a permanent organization, to be known to the world as the "Wayside Wheelmen," and thus came to be organized the association which is now known as the New Bedford Cycle Club. Through the efforts of its Captain, who is the present Local Consul, the club recently became joined to the League. Its Captain is Francis L. Wing, who was born in the city of New Bedford, May 9, 1868, and who at present occupies a clerkship in the office of one of the most prosperous merchants of the "City of Whales." Captain Wing was the originator and promoter of the annual 20-mile road race between the Taunton and New Bedford Clubs, which through the efforts of himself and others has become the event of every riding season. It is now quite a long time since he took to cycling, and it was not until Decoration Day, 1887, that he took an active interest in racing. Then he entered and won the five-mile road race for the championship of the city, in the time of 19m. 13s. He won second prize in a one-mile race on the same day, and on Thanksgiving Day of the same year he won second prize in a five-mile race, and second in a two-mile event. Since then he has dropped racing and taken to the wheel for pleasure, with which he combines the business of drumming up new members for the League. Captain Wing has dropped all claims of being a racing man, and allows Mr. Henry Smith to do the racing for the club, although Batchelder, Wing, Dunham, Pease and Connors Coggelshell are always ready to take their trick at the wheel, as it were.

LAST Sunday Mr. E. B. Pillsbury, of the Massachusetts Club, entertained Secretary Alexander, of the Portland Wheel Club, at the rooms of the Boston Athletic Club. Mr. Alexander expressed himself as well pleased with the hospitality he had received at the hands of the wheelmen of this city, and especially the members of the Massachusetts Club. Speaking about the Massachusetts Club reminds me that that organization has a surplus in its treasury, and in order to reduce it, the members, following the custom of previous years, will deplete their wealth by the holding of the annual banquet at some hotel in this city, to be selected by a committee appointed for that purpose.

EVEN in the wintry month of January, when the roads are frozen and a howling wind is piping free, it is very hard for the all round wheelmeen to stay and roast his toes before an open fire, and last Sunday Capt. Robinson, of the Charlestown Rovers, ventured to take a ride in the cold, cold world. With his accustomed fleetness he rode out to the reservoir, and there met President Armory,

Lieut. Sprague, Secretary Ryder and Mr. Hill, of the Massachusetts Club, who had ridden to the Great Sign Boards and return. President Armory rode a brand new ordinary, and by this fact one can guess what he thinks of the safety.

If the proposition to divide the country into racing sections, as suggested by the Racing Board, be accepted, Boston, or at least Massachusetts, ought to have a Representative on the board of assistants, and the glorious old State has no better posted wheelman than Dr. W. G. Kendall of Boston.

The large array of bunting, together with the brilliant lights, and the handsome display of tropical plants and flowers made the interior of Congress Hall, Charlestown, Mass., a handsome setting for the picture of beauty presented there last Friday evening, by the youth and beauty of Charlestown's elite, who had come to make the annual party of the Charlestown Rovers a brilliant and shining success, and a success it proved; one that far out-ranked all its brilliant predecessors, and was the beacon light that attracted wheelmen from all parts of the Commonwealth.

For some time past the members of the Harvard Bicycle Club have been considering the advisability of running a tournament in the spring, but they took no definite action on the subject until a few days ago, when they appointed Messrs. Davis, Greenleaf and Spencer as a committee to confer with the Athletic committee in regard to running an athletic tournament in the spring.

NEW YORK.

"HAWKSHAW."

The other evening I found Smart Aleck alone at the club, and started the conversation by inquiring if he had ever seen such weather as we were now having. "Certainly I have," he replied. "When?" I asked, in amazement. "Oh, last June," he answered, and nothing was heard but the fall of my own foot as I energetically kicked myself, in the corner of the parlor.

In my notes a few days since I used the term "Bohemian," and a correspondent writes to ask me what is a "Bohemian," and where is "Bohemia?" 'Tis not an easy question to answer, this, even though I am myself a resident of that mystic land. "Bohemia" is anywhere, everywhere, nowhere. It exists in the hearts of its denizens, in the lives of those who love it. It's the land of staunch comradeship, of kindly sympathy, of kindred intellect, where hearts beat high and hands grasp firm; where poverty is no disgrace; where charity does not chill; the land where the primitive virtues have fled for refuge from the shams of society, and where Mrs. Grundy holds no sway. Where is it? Under forest arches, where the birds sing in the green twilight, and the wild creatures revel in the birthright of untrammeled freedom; under sapphire skies, where water paves the wondrous, and laps the walls of palaces whose beauty not all the centuries have dimmed; in crowded cities, where leagues of bricks and mortar blot out Nature's handiwork and foul the air with reek and smoke and stench; in clubs, where wit and good-fellowship hold high revelry of fragrant weed and flowing bowl; in cheerless streets, where the worn-out hack lies with the old chum beside him striving with gentle hand to lighten the last of the weary way. Where is it, you ask, my inquiring friend? Where is it not? Where heart has never leapt at the tale of love, or chivalry, or mirth; where Art has never touched with hand divine the blind brute eyes, and bade the soul to see; where music has never winged to teach the voice a carol and the feet a measure; where mind remembers not to soar, and hand forgets its cunning. There draw the line, for Bohemia stops. Know you now where is Bohemia, and what a Bohemian is? No? Then I pity thee. Ah, happy realm! thou art the land of freedom; let others boast as they will free thought, free speech, action and unfettered soul, parent of noble aims and worthy deeds, I say them all when I breathe thy name, "Bohemia!" Quite poetic, say you? Well, perhaps it is, but even then I have not done the subject justice, my dear inquiring friend, and if my answer please you not, ask me something easier next time, and perhaps I may do better.

Ho, there! slave! Bring forth thy banjo, and play upon the tensioned gut a pæn of rejoicing. Perchance its tuneful measures may keep pace with my pleasing thoughts. Know you not that Windle has been reinstated, and that once more we shall have our ears gladdened by hearing the populace crying in the arena, "Windle wins!" So! such gags are gall and wormwood to you, are they? Play on, slave, thy dulcet tones are sweet as fresh grass to a distempered Harlem goat. Ah! methinks I see scorn curl your bearded lip where erst the foam of beer drunk at my expense did cling. And yet why is he contemned by you? Because he fell from spotless amateurship? True; yet has he been both tried, condemned and purified by the most learned lords of the Racing Board, and what are you, that you should thus question the acts of these most learned and just defenders of our purity? Out upon you for a churl? For many moons did he circle round the cindered arena, and won many times, and lost few. Aye, and many times, too, has he invaded the wide territory of his brother racing men, and snatched from them the mugs that they had thought they had a pudding on swiping. So hold your carping censure, slave, and remember only those proud days of old when the flying Windle got there with both feet and hands, and snatched victory from defeat. Waiter, another beer, this varlet hath made me thirsty.

ST. LOUIS.

"LINNEUS."

Much feeling and much discussion is being experienced here by the action of the Missouri Bicycle Club in rejecting the report and recommendation of the committee, in the matter of consolidation with the Cycling Club. Mr. Bob Sharpe and Mr. Willi Brown were the ones to inaugurate the opposition to the proposed consolidation, on the ground of unconstitutionality, they claiming that inasmuch as the names of the proposed new members had not been posted as required by the by-laws the club could not act on them. A red-hot discussion followed, and on putting it to the vote the acceptance of the committee's report and recommendation was lost and the Secretary of the Missouri Bi. Club was requested to notify the Cycle Club that they (the Missouris) had erred in instructing their committee, the instructions being in violation of the constitution. That the rejection of the committee's report was an outrage is openly admitted, and many of the members who voted with the opposition non-bicycle element will have cause to regret the action before long. The Cycling Club has nothing to be ashamed of in connection with this matter, and I am sorry to state that the same cannot be said of another club.

Dick Seibel, Kansas City's efficient Local Consul, accompanied by his beautiful and accomplished wife, was in the city a week ago, and made many friends during his stay.

New Orleans racing men had better look to their laurels, as the Missouris' fastest man, V. P. Ring, has gone there to visit friends, and incidentally to do a little racing. I bespeak for him a warm reception at the hands of the Crescent City cyclists.

The Fleetwing Outing Club under the able management of its energetic President, C. C. Hardcastle, is rapidly growing. Its lady members now number nearly a dozen, and will be largely added to in the spring.

The other day I saw a machine which was to "revolutionize cycling"—in the inventor's estimation. Brief: Two 70-inch wheels, two 52-inch wheels; arms and legs are to be used to propel. The machine *only weighs 300 pounds*, but it's bound to "revolutionize," etc., you know.

The publishers of the patent insides newspapers should by all means have the attention of the National Improvement of Highways Committee. One concern here, the A. N. Kellogg Newspaper Co., alone, publishes some 500 newspapers distributed over Illinois, Missouri, Iowa and Arkansas, and when the fact is taken into consideration that to print road improvement matter in each one of these papers takes only one setting up of type, the great saving in time and work is at once apparent.

H. G. Wolzendorf is hard at work compiling the Division road book, and early this week G. A. Frohman associated himself with him for the purpose of getting out the maps of the riding districts of cities named in a former letter. While the first road book had many counties unreported, this year's book will have a report of all save one, and that is Schuyler county. Consul Miller, of Memphis, has been asked to supply the information.

The cycle has been put to many uses the past few years, but I think the honor of being the first to make use of the wheel in capturing a criminal, in St. Louis, belongs to Vice Consul Jordan. He was riding on North Eighth street yesterday, and noticing a pickpocket snatch a purse from a lady, gave chase on his wheel, and capturing the man after a hard run of two blocks, turned him over to the police.

Since the rejection of the consolidation scheme the officers of the Cycling Club have been hard at work reorganizing their club, and last Thursday held a rousing meeting, at which a large number of members were admitted, and the lease of the house and grounds numbered 2712 Pine street was ratified. The house is a large, two-story structure, which with a number of small alterations can be made the equal of any bicycle club house in the country. A wide lawn on either side gives ample room for two tennis courts, and as the club will make a bid for the patronage of lady cyclists this feature will doubtless be encouraged.

A war is on among the local athletic clubs, which was brought about by the Pastimes resigning from the W. A. A. A. Since then the Pastimes have been presented with a lot on Vandeventer avenue by a number of the "Granite Mountain Barons," and are now

making herculean efforts to get cyclists to join them. As cycling will be completely deluged with urgent requests to join, I would beg to remind riders to be rather careful of joining just yet. A big deal is on, and if consummated cyclists will have a chance to join the strongest bicycle and athletic organization in the entire West.

NEW JERSEY NOTES.

"NITRAM."

On Friday evening, January 17th, the Board of Officers of this Division held a meeting in the club house of the Plainfield Bicycle Club, full particulars of which appears in the official columns of this issue. The Chief Consul's letter to non-League cyclers has already borne most excellent results. An effort is to be made, and I think it will prove successful, preventing non-members from obtaining the usual privileges and reductions at League hotels, and hereafter cyclers will be required to show their League tickets at League hotels, or they will get no reduction. For full particulars as to road book, annual meet, and other matters of interest, see Official Department. The road book will be similar to that issued by the Connecticut Division.

The entertainment to be given by the Elizabeth Wheelmen, on Monday evening, February 3d, will be of a nature especially designed to make glad the hearts of those who witness it; the programme will include the following attractions: Marshall P. Wilder, humorist; the Perry Brothers, Royal Swiss bell ringers; the Misses Bender, vocal duetists and soloists.

The Plainfield Bicycle Club held another "progressive whist" on Saturday night, January 18th, which was very well attended. The committee in charge spared no trouble or expense in the preparations, as shown by the result. These Saturday night entertainments are becoming more and more popular every week.

The large audience that gathered in Association Hall, Newark, on Monday evening, January 20th, to attend the entertainment given under the auspices of the Atalanta Wheelmen by the popular humorist, Marshall P. Wilder, and the Park sisters quartette was indeed an appreciative one, as illustrated by the continual encores received. The club will realize about $100 on this entertainment.

At a meeting of the Englewood Wheelmen, held at the house of President F. M. Demerest on Tuesday evening, January 14th, Mr. H. P. Stoney was elected L. A. W. Representative. As this locality is especially convenient for riders living in New York (via Fort Lee Ferry) and Brooklyn (via Jay street Ferry) and as the hotel accommodations are first class, there is no reason why it should not become very popular with wheelmen in search of a pleasant day's outing.

CHICAGO NOTES.

"ALERT."

When one of our wheelmen started to ride from San Francisco to Chicago, he was heard to remark on several occasions that he was "bound to go through." He kept his word. But alas for the calculations of his newspaper backers, he had not "fixed" things exactly right, and it was discovered that while he rode the entire distance, yet a goodly portion was via train. An ex-athlete who went out to Colorado to meet and ride with that follower of Stevens has lately been whiling away the weary hours by writing a true account of the ride, and *persuaded* the *Herald* to purchase, intimating that if they did not want it some other paper would.

You will remember the Scriptural story of the two men; one who built his house on the sand, and the other on the rock. You will call to mind the result. We have an example in Chicago at the present time, in the prospectus of the new cycling paper, the *Bearings*, edited and managed by Van Sicklen and Barrett. The forerunner of this publication certainly does not prejudice one in its favor. They attempt to build their paper on the notoriety that they have gained as participants in that redolent scandal, the Indianapolis-Cincinnati ride.

The question of superiority of cycle racers will have for its centre and greatest attraction the inevitable match between Lumsden and Windle. Before the Peoria tournament was held the West was considered small potatoes in regard to racers, but since the Bankers, Campbell and Van Wagoner were never able to gain a place but once in those races it is acknowledged that Chicago has a better track team than could be produced outside of Illinois. Mr. Prial's eyes were opened when he held a watch on Tuttle, of the I. C. C., and saw him ride the second mile of a two-mile race in 2.34. A race between Lumsden and Windle would be worth going miles to see.

Your Mr. "Stroller" tried to create a little excitement by proposing a match race between Winship of Chicago and Myers of Peoria, but the project has fallen flat, inasmuch that the winner would never be in doubt. Myers beat Winship in every race in which they started together, and there can be no doubt in a fair mind as to the superiority of one over the other.

If "Stroller" is anxious to make his name known let him advocate a race between Myers and one of Chicago's crack men, such as Tuttle or Van Sicklen or Thorne, each of whom have beaten Winship and been beaten by Bert Myers.

I do not believe in trying to belittle a man's prowess, and I try to judge one by his deeds and not by any personal like or dislike that I may happen to bear him, and therefor I cannot see but that the "Stroller" is either trying to elevate Winship at Myers' expense, or that he has some personal grudge against Myers.

Mr. Brewster is in town. When this gentlemen reaches Chicago it is a signal for a select coterie to gather, and listen to the airy persiflage indulged in by the "genial Bob" Garden, Brewster and the editor of the *Referee*, or as Prial puts it "Brer. Miles." The rooms are lighted by the brilliancy of their intellect, and were it not for the fact that the building is particularly strong they would undoubtedly cause trouble by the weight of the questions discussed.

HARTFORD.

"CLAYTON."

The following members of the Hartford Wheel Club covered over 1000 miles on the wheel during the year 1889: Reid, Harding, Gruendler, Shea, Dresser, Chapman, Shew, Wood, King, Forster, and Laiman. "Joe" Goodman claims the "long and short" record; that is, no man has owned a wheel as long and ridden as little.

Cornell will ride a safety the coming season. Harding is not growing thin over the fact, however.

About one-third of the L. A. W. members of Connecticut reside in this city. The credit for the increase of membership, both in Hartford and about the State is largely due to the untiring efforts of Chief Consul Post, Secretary DeBlois, Local Consul Chapman and Henry Goodman.

Dan Canary delighted an audience of about 2000, before the polo game at the rink last Wednesday evening; without this drawing card the crowd (?) would have probably reached 500.

Of course W. Harding and Ludwig Forster "will not appear on the track the coming season." I doubt it. When the palmy days of August arrive you will find these gentlemen training under the colors of the Hartford Wheel Club. Charlie Wood will be with them, too.

It is said that Rowe, of New Haven, will cross the Continent this year, "awheel and afoot."

Several members of the Hartford Wheel Club keep in training the year round, "just for the sake of feeling good."

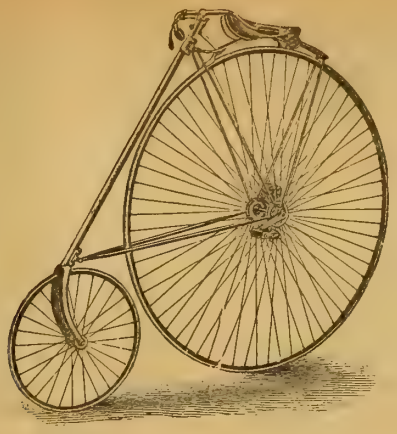
Will Gillette, the eminent actor and playright, is still in love with his 59-inch ordinary.

PORKOPOLIS NOTES.

"STAR."

There are some city born people who, in referring to the rural population, call them yaps, yahoos, clodhoppers, hayseeds and grangers, and grow merry over their reputed persistence in blowing out the gas. The rural head may be "dense," he may not have heard the latest "variety theatre" joke, and may still be uncertain as to the identity of McGinty, yet nevertheless it is from this very class that we have received some of our most renowned statesmen, noted warriors, able jurists, and celebrated writers. A country life is conducive to deliberation, and to independence of thought and action, and the rustic is therefore less influenced by "boodle" and demagogues than are the ignorant hordes which infest our cities. If the subject of roads is put before him in the proper light, and you give him time to think over it, there is a strong probability that he will see the necessity of a reform and demand it, and continue to demand it till it is accomplished.

In reading the inaugural address of Governor Campbell, and failing to discover one word in regard to reforming the method of making and repairing our highways, I am reminded of the following old fable, which I have often, when a child, heard my mother relate: "Once upon a time the skunks assembled in the shadow of a great *Hill*. One of their number who was sleeker, plumper and more glossy than the rest, addressed them as follows: 'Fellow skunks, we have met here to devise means of diminishing the difficulties of obtaining a livelihood. We must unite. We must let the other animals know that we have a very *strong* organization, and if they do not do as we desire we can make it very disagreeable for them. We must compel them to remove the briers that



What Wheel Are You Going

TO RIDE THIS SEASON?

DO YOU WANT A SAFETY?

If so, what machine is there that is safer than the "Eagle?" during all last season we did not hear of a single case where a rider was in any way injured while riding an Eagle machine.

DO YOU WANT AN ORDINARY?

If so, why? The "Eagle" was proved fully as fast, if not faster, in all races, either on track or road, and it will climb hills better.

Is it that you have become attached to the headers and cannot get on without them? If that is so we are unable to help you, for we cannot offer them as an inducement with the "Eagle."

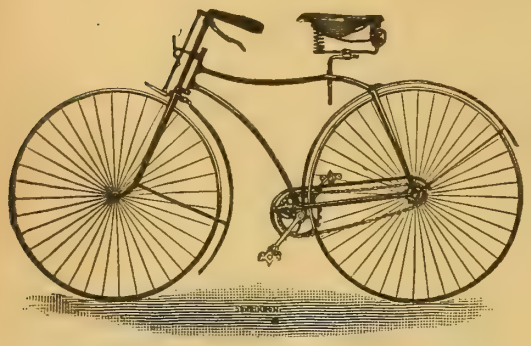
If you want a good staunch machine that will stay by you, one that is both swift and safe, BUY AN "EAGLE."

You may also be able to get the agency for your town if you do not wait until it is too late.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

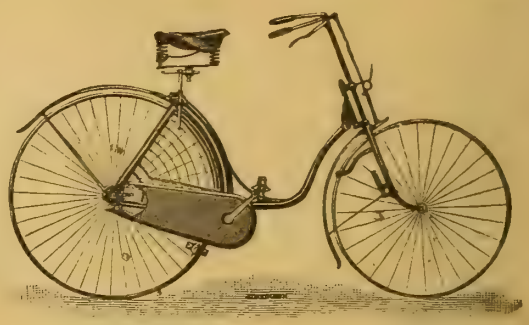
THE - VERDICT - OF - 1889



SWIFT SAFETY.

IS

THAT

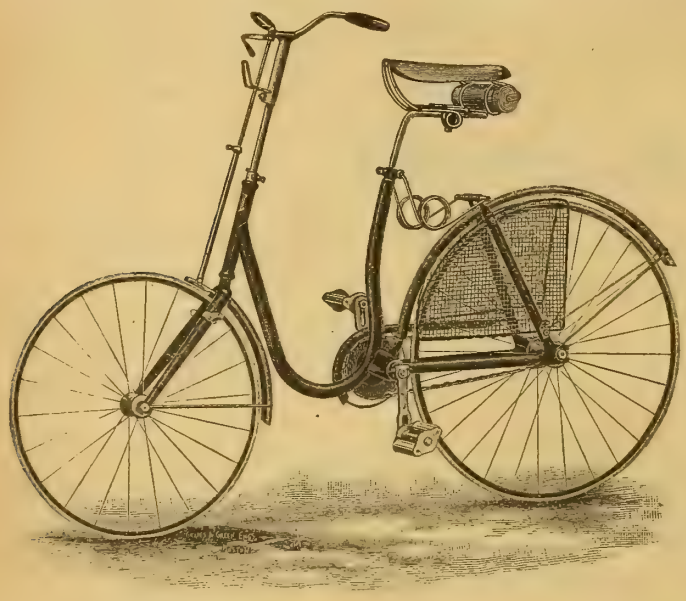


LADY'S SWIFT SAFETY.

THEY ARE CORRECTLY NAMED.

THE COVENTRY MACHINISTS' CO., Limited,

BOSTON.



Of course you know all about it! Likely it is owned by some member of your family and admired by all. Yes, it's the

AMERICAN IDEAL RAMBLER,

all ready for the 1890 Campaign, bettered in a few points, but there weren't many to improve upon. The price remains the same, *$65,* with ball bearings to both wheels, and *$83* with balls all over. It will continue to be the mount of our intelligent youth, and will increase, if possible, in popularity among ladies of light stature. Our new catalogue describes it. Write for it.

GORMULLY & JEFFERY MFG. CO.,

CHICAGO AND BOSTON.

N. B.—We have just issued a supplement to our regular catalogue of parts. Every agent should have a copy.

MERWIN, HULBERT & CO., New York Agents.

tear our fur, and to beat down for us paths to every rabbit burrow in the country.' The young skunks were loud in their applause of these wide remarks, and when one measly looking old fellow suggested that the other animals might not be so easily intimidated he was pounced upon and narrowly escaped with his life. The upshot of the whole matter was the appointing of a committee to wait on the *Camel* and tell him what the *Beaver* had done, and insist on his doing likewise. When the committee arrived they found the Camel surrounded by a band of hungry and clamorous wolves, and were unable either to get themselves noticed or to make themselves heard." The rest of this fable I have unfortunately forgotten.

ANOTHER proof of the supremacy of Porkopolis. This time it is a bicycle evolved from the brain of the ingenious Charley Hanauer. It does not infringe anything, as it is not like anything, either in the heavens above or in the earth beneath, but is nevertheless "destined to revolutionize cycling." It was tried on Barbour, who is here with the Primrose & West Minstrels. After several desperate efforts he succeeded in mounting it, and as he survived the success of the machine is assured.

NEWS AND COMMENT.

WE would like to know whether there is a bicycle club in the country that can show the financial strength equal to the Maryland Club of Baltimore. They own $30,000 worth of property, included in which is a splendid club house, sumptuously appointed, and certain houses which rent. The yearly income of the club is from $1500 to $1800 over and above its expenses. Can this be equalled?

THE Pittsburg, Pa., *Telegraph* reports Mr. W. D. Banker as saying: "Mr. Mott has not withdrawn, and when the election comes off this will be shown." We doubt the reliability of Mr. Banker's authority for making such a statement.

THE Belmont Club, of Taunton, Mass., celebrated their first anniversary with a banquet, on Wednesday, January 15th. The evening was very pleasantly spent in music and speech making. The club is in a flourishing condition, and expects soon to be in new quarters.

HERE is a parallel case of the saying that "when the Devil was sick, the Devil a monk would be, when the Devil was well, devil a monk was he:" "There are farmers within ten miles of Detroit who have not been able to get into the city with a vehicle in the last six weeks, and they are now demanding better roads. There is hardly a farmer within forty miles of Detroit who will be willing next summer, when the roads are good, to spend one extra hour filling up a mud hole."—*Detroit Free Press.*

WE expect to meet our friends at the Grand Union Hotel, New York, February 17, at which place and time the much-discussed election will take place. "When Greek meets Greek," etc., no, we mean when Messrs. Prial and Miles meet face to face may we be there—within safe distance—to see the meeting.

MR. JOHN A. WELLS has sold out the *American Athlete* to Mr. Arthur H. McOwen. Mr. McOwen is well known in cycling literature as "Cris. Wheeler," and he has been connected with the *Athlete* as associate editor for some time past.

TOPEKA, Kan., is spoken of as being the probable place selected for the State meet of 1890.

MR. J. L. YOST, we are sorry to say, has been seriously laid up with an attack of the prevailing epidemic. We are pleased to add, however, that Mr. Yost is up and about once again.

THE Peoria, Ill., Bicycle Club held its annual election of officers last week, thirty-five members being present.

SOME miscreant has persisted in beating the cigar and chewing gum slot machines in the rooms of the Rambling Wheelmen, of Bridgeport, Conn. Round pieces of brass and tin have been successfully used, and vigorous efforts are being made to catch the individual or individuals who are perpetrating these acts of vandalism.

THE Denver, Col., Ramblers have removed to 1420 Larimer street, Room 1.

THE committee appointed lately by the Peoria, Ill., Bicycle Club, to secure copies of the L. A. W. book on Improvement of Highways, for distribution among the Supervisors of Peoria County and the members of the City Council, report that the books have been received very promptly upon application, and those intended for the Supervisors have been sent by mail accompanied by a circular letter of explanation.

GOVERNOR BRACKETT of Massachusetts was "all right" after all. But why did the *Herald* get us into the snarl by omitting that important clause? Moral: Put not your trust always in the *Herald*.

WE have it on the *very best* authority that W. Windle will not ride for the Berkeley Athletic Club. Any statement to the contrary can be nailed as "another campaign lie."

BY this time next month the agony will be over, and we shall have an opportunity to salute President ———?

EVIDENTLY the members of the Troy, N. Y.. Bicycle Club have good appetites for bivalves. At a recent feast they and their guests got away with 1000 clams and 1200 oysters.

RACING men will "read their fate" in the Racing Rules as amended, and which we print in full in the official department. Stars and daggers are used to indicate the new and amended rules. Is there any significance in the signs used? Does the dagger not suggest "death" to certain abuses that have existed, and does the star indicate that the League star is in the ascendant, and that in magnitude and importance none can excel or equal the championships offered by the L. A. W.?

"NOSTAW" writes: "The enthusiasm in the games played by the several clubs which compose the Connecticut Wheelmen's Polo League manifests itself more and more, as the season progresses. At the Gem Rink Wednesday evening, the 15th inst., a very exciting game was played between the two local teams, the Rambling Wheelmen and the Bridgeports. The result was a victory for the Bridgeports, by the score of 8 to 5. The phenomenal playing of Miller, of the Ramblers, elicited continued applause. His team, however, was unable to cope successfully with their much larger antagonists. This victory places the Bridgeport boys first in the League race, with the Rambling Wheelmen and Meriden tied for second, and the New Havens last. The New Haven team has been playing in exceptionally hard luck. Their defence is equal if not superior to any other team in the League, and with a restrengthening of the rush line we hope to soon see them well along with us in the League race."

"CYC," of Harrisburg, Pa., writes us: "About the only organization that is keeping itself prominently before the public in this city is the Harrisburg Wheel Club. I do not know whether this is the case in other cities or not, but if I judge correctly by their reports from week to week through these columns, I think it is. Other clubs of our city have their evenings of pleasure, but it is kept secret, and their gatherings composed of their members only, while the wheel club opens its doors at all times to greet their friends, and especially the ladies. In conversation with one of our prominent citizens the day after the reception he remarked: "Your pleasures are of a different nature than other societies of the city, and I congratulate you on the purity of your organization. You show that you delight to have your wives and sweethearts indulge in what you yourselves enjoy, and I wish you much success, a larger membership and more paved streets."

THE Poughkeepsie (N. Y.) Bicycle Club held its annual meeting and banquet on Monday evening of last week. That the members are not only athletic but brainy was demonstrated in the intellectual banquet that followed the muscle-making event. The toasts were: "Our Club," responded to by President Bullard. W. H. Savory talked about "The Press." Dr. A. H. Bayard said pretty things about "The Ladies." James Myers longed for better streets to ride on, and said so in his talk about "Our City," and Dr. P. N. Smythe created enthusiasm in response to the toast, "The P. C. B. as a foster parent to an athletic association." Prof. H. B. Hamil gracefully officiated as toast master. That the club is in a flourishing condition was demonstrated by the enthusiasm and interest created among the members by last evening's work.

SOME time since we recorded the fact that W. E. Swift was arrested in Topeka for riding his bicycle across the Kansas Avenue Bridge in violation of a city ordinance. Swift was fined by the local police magistrate. This case has been appealed to the State Supreme Court, and was filed last week in due form. The appeal is made on the correct ground that a bicycle has the same right upon a public highway that any other vehicle has, and that the ordinance under which Swift was arrested is not valid.

THE Citizens' Club of New York gave one of its monthly germans last week Friday evening, and inspiring music and the sweet laughter of fair women quite transformed the club house in West Sixtieth street. Mr. Ford, assisted by Mrs. Ford, Mrs. and Miss Nelson, were the committee in charge of the bijou entertainment, and their efforts culminated in the enjoyment of all.

THE exodus of cyclists to England to visit the Stanley Show continues. A. C. Banker of New York is the last to export himself.

EXERCISE is as necessary to a healthy body as good food is to digestion. Cycling, all things considered, from a sanitary point of view, should therefore be encouraged in persons of all ages and conditions.

MR. JOHN J. MCERLAIN, of South Bend, Ind., has invented a spring for use on safety bicycles It consists essentially of two steel ribbons which connect the front wheel with the backbone and handle supporter. It can be made for either the front or rear wheels. Mr. McErlain has a safety fitted with one of the springs. He has obtained patents in this country and Germany.

THE Philadelphia *Press* speaks of H. W. Hayes as "the first President of the League," and also states that Mr. Hayes has just "returned from Brazil after an absence of several years." Mr. Hayes was never President of the L. A. W., and his trip to Brazil covered a period of about three months.

WE notice the majority of exchanges at hand speak of Windle's reinstatement, and in such cases invariably connect his name with that of the Berkeley Athletic Club. Mr. Windle will not ride under the Berkeley colors next season.

THE dates fixed for the New Jersey State Meet is May 30, 31, and the place selected is Plainfield.

THE Portland (Me.) Wheel Club is reported to be putting on airs, not on account of any new feat of skill, but because a gold-headed umbrella has stood in the club room for four days unmolested. Yes, they are honest in Maine, even if the Prohibitory law *is* a dead letter.

THE Roads Improvement bill for New York, drawn up by Messrs. Perkins and Cossum of the L. A. W. Rights and Privileges Committee, was introduced into the State Legislature last week by Assemblyman De Puyster.

THE Albany (N. Y.) Wheelmen will hold their annual in-door tournament on the evening of Friday, February 14th. The entertainment will be similar to those given the past two years with several new features added, among which will be a game of polo on "Eagle" bicycles. There will also be club swinging, exercises on parallel and horizontal bars, fencing, scientific sparring, tug of war, fancy bicycle riding, etc. This programme is not yet complete, but it is safe to say that this will be one of the best athletic exhibitions ever given in Albany.

GEORGE HENDEE is a member of the New Jersey Athletic Club. It may be a disappointment to the club management when they read the new Racing Rules.

A WRITER from Providence, R. I., sends in the following conundrum: "The attention of the writer is from time to time called to clubs, say the Somerville and the Wilmington Wheelmen. to the fact that Van Wagoner is a rider representing their club. Now the Rhode Island Wheelmen do not want to claim too much, but would like to know where they come in on this?"

PRESIDENT LUSCOMB was unable to attend the meeting to be held at Harrisburg, Pa., before the State Board of Agriculture, and discuss the Roads Improvement question. Business engagements prevanted. The League will be ably represented by Chief Consul Boyle of Pennsylvania and possibly Mr. Geo. L. Perkins of the Rights and Privileges Committee will be present.

CHICAGO.

"THE STROLLER."

AT the annual meeting of the Lincoln Cycling Club F. W. Gerould, who has done much to advance the interests of the club during the last year, was re-elected President. Eight new members were elected, and the resignations of five old ones accepted. The reports from officers and committees showed the financial status of the club to be good, and the proposition to repeat the series of social entertainments succesfully given during the last year was favorably considered.

THE Illinois Club now have a membership of 215, 195 of whom are said to be active riders. They have out-grown their present quarters, and will build an addition on to the same or be obliged to lease new and more commodious ones, when a complete gymnasium will be fitted up, and another attraction will be a first-class bowling alley. At the recent election the race for the Captain's office proved too hot for Street and he retired, leaving W. H. Arthur a sure winner. The unsuccessful candidates took their defeat good naturedly, and the excitement attendant to the election is a thing of the past.

THE Chicagos now have a membership of 219, and great preparations are being made to fittingly celebrate their entree into their South Park home, consisting of a reception and ball on the night of the 30th inst.

I THOUGHT that I was posted on all the cycling clubs in this burg, but when I read that the Tacoma Cycling Club gave their first reception and grand masquerade, Saturday evening, January 11th, and that it was well attended, having over two hundred couples in the grand march, I had to admit that this one was a new one to me. Success to them; may they live long and prosper.

WINSHIP is Captain of the Englewood Club this year, I am told. In a social way this club has had many attractions for its members so far this winter.

THE Racing Board, at the invitation of President Thorne and Captain Van Sicklen, attended the Chicago Club smoker in a body a week ago Saturday evening, after their labors of the day were over, and it is said by members were rather shabbily treated as far as hospitality went, being allowed to shift for themselves. I hope the charge is not true, but a great improvement can be made in providing for guests by the House Committee when the club rooms are crowded, as they were that evening.

TONY ANDRÆ, of Milwaukee, was elected a member of the Chicagos at their last regular meeting.

THE various correspondents from the different sides of the city wearied with the continued strain upon their nerves, caused by their wordy newspaper warfare are taking a much needed rest this week, and the public breathes freer. I said all, but there is one exception, "Utprosim," who wanders aimlessly about, as usual, in a vain endeavor to write something, he knows not what.

PROVIDENCE.

ONEONUM.

OF late the Rhode Island notes have been a little conspicuous by their absence, or like angels visits "few and far between." Little Rhody is insignificant in size, but when it comes to wheeling she does not intend to take a back seat, at least so far as her lady riders are concerned, most of whom are honorary members of the Rhode Island Wheelmen, and the one evening each month set apart for their pleasure has been of more than passing interest this winter, "progressive card" and "angling" parties being heartily enjoyed, while the hot coffee or chocolate served by the ladies has added a two-fold pleasure to the occasions. The angling party of the 20th, was well attended. Mr. George Hutchins was present, and kept up his reputation for taking prizes, but on this occasion he proved to be a better rider than a fisherman. Being the Jonah of the party he carried off the "whale." The lady taking the corresponding prize was Miss Palmley. The best prizes were beautiful souvenirs of art, the handiwork of Miss May Cook. They were secured by Miss Taipe and Mr. Edgar Brown, first prizes, while Miss Betsey Rand and A. C. Barker took the intermediates.

"ELNOD," your special correspondent, is a great favorite with the ladies, and is always at the club rooms when "ladies' night" comes around to make himself as useful as he is fascinating.

THE annual supper of the Rhode Island Wheelmen is booked for February 13th, and a little bird has whispered that the ladies are to be invited on this all-important occasion.

THERE is some talk of a change of color for the club uniform, many favoring gray instead of the clerical black heretofore worn by the club.

NEW HAVEN.

"ELM CITY."

THE Bridgeport Polo teams are not having it all their own way, as an article in the last WORLD would give one to suppose. The New Haven Club Polo Team defeated the Meriden's, 3 to 2, last Thursday evening. The teams stand as follows: Meriden—Games won, 0; games lost, 2. New Haven—Games won, 1; games lost, 1. Bridgeport—Games won, 2; games lost, 0. Ramblers—Games won, 1; games lost, 1. This makes the Ramblers and New Havens tie for second place. The New Havens play the Bridgeports at Bridgeport, Wednesday, January 22.

The members of the Meriden Club Polo Team gave us a call at our club house after the game. They are all gentlemen, and we can play friendly polo with them all right, but we cannot say as much of the Ramblers, especially of the crowd that follows their team around to the games. At the game with the Ramblers here, their followers made themselves very obnoxious at the rink, much to the disgust of the ladies present, and if such conduct continues it will result in driving the ladies away from the games, which ought not to occnr, as they give a tone to the games by their presence.

EIGHT of our boys rode to Branford and back, 15 miles in all, yesterday, which was never done at this time of the year before. January 19th the roads were heavy and soft, but rideable; riding would have been better if the ground were frozen.

THE N. H. B. C. adopted a uniform at their last meeting, of green cloth. I think they make an error to adopt green cloth for road riding. They may repent at leisure the results of their hasty action on it.

QUITE a number of wheels were out yesterday (19th). The tenth annual banquet of the N. H. B. Club occurs Friday, Jan. 24.

BISON CITY.

"SETAGAG."

THE Ramblers have had their parlors decorated in the latest style, and now have the cosiest club rooms of any of the eight wheeling clubs in the Bison City. The billiard and pool rooms are finished in ecrue and brown, with bronze; the card rooms in bronze, with blue and white, while one room is finished in blue; the writing room in light brown and cream drab. The parlor is in white and gold, the lower hall in white, and the upper hall in brown, in tints, while the gymnasium is in fine shades of brown, with drab trimmings. The new lounging room will be in light colors, different from any of the others. The dressing and locker rooms and baths are to be in light cheerful colors.

THE Track Committee of the Ramblers are pushing the work as fast as possible.

THERE is a general joint committee working on the tournament scheme for next season.

THE Buffalos have concluded to give up the "scrapping exhibitions" and confine themselves to "pure" athletics. They have one of the most convenient gymnasiums in the country. It is twenty-four feet high and twenty-three by thirty in size. Daniels and Lewis are their best wrestlers. Richardson is the champion fencer. Lewis is their all round athlete.

Not a day so far has passed since winter set in that there has not been wheelmen riding to and fro from business on the goats.

THERE is great competition in the wheel line, and last year's record of sale of wheels (a thousand) will probably be badly beaten in 1890, as some have bought new wheels already. One concern has ordered one hundred wheels of one make of safeties, and another party has given an order for fifty machines of one make, while another dealer has ordered $8000 worth of wheels.

THERE is a great demand here for light safeties, not to exceed thirty-six pounds.

ENGLAND AND THE CONTINENT AWHEEL.

(BY GEO. D. MITCHELL.)

(Continued.)

ONE night while we were in London I happened to meet a paragrapher on the London edition of the New York *Herald*, and the next morning's paper contained a short account of our tour, with an allusion to our proposed route; the consequence of this announcement was a shower of mail which lasted several days, and which must have made our postman desperate. Every tradesman in London, I believe, who was desirous of securing American patronage, and half a dozen hotel keepers along our route all the way to Switzerland sent us their compliments in fat envelopes, and two alleged Americans, stranded in London, applied to us for a subscription to enable them to get back home. For these reasons, being naturally of a retiring disposition, we propose to keep our whereabouts a profound secret.

During our ten days' stay in London we contented ourselves with storing our bicycles and making our ordinary trips about the city, either afoot or by the saloon deck of that admirable institution, the London omnibus, from which high perch one views to best advantage the fleeting show of life beneath. The wood block pavement is smooth enough to ride on, but the heavy traffic on the streets makes progress so slow and precarious, and necessitates such careful attention on the part of the rider to prevent accidents, that he can get but a glimpse of passing views and so loses many of the incidental pleasures of sight-seeing. To be sure, the cyclist will find it a pleasant little ride down to Greenwich, but the journey by one of the Thames boats, primitive though they are, will be more interesting on many accounts.

Of course we had to make a call upon "Miss Sally," the chimpanzee at the Zoo, in Regents Park, the rival of the lamented "Mr. Crowley," and while we were watching the tigers fed we happened to meet Mrs. Amelie Rives Chanler, whom one of our party has the fortune to know. With her pretty face and luxuriant hair, which, I am sorry to say, she has "blondined" since I last saw her, she made an attractive picture. She is to remain in London during the season and intends, after that to go East—to India or somewhere.

Having spent ten days in the metropolis, during which we did up the sights in the conventional way, we forwarded to Paris all our luggage except the fifteen pounds or so of extra clothing, guide books, note books, maps and other paraphrenalia that we have to take along with us on our luggage carriers, and set out for the French capital, with a view to reaching there in time for the fetes of the 14th of July. A valise weighing twenty pounds may be sent a hundred miles or so for ninepence; to forward the same from London to Paris, including custom house charges, would cost about one dollar, and on the continent the rate for 100 to 200 miles would be from fifty to seventy-five cents, so the tourist finds it economical to forward ahead his surplus baggage, and carry with him only such as he requires for a two or three days' stage, say.

We waited until six in the evening before leaving London, as we designed only to make Newhaven, sixty-two miles, in time to take the boat to Dieppe the next night. It had been drizzling all day intermittently, and just as we crossed Westminster bridge it began raining again, but we felt quite independent of the weather, as we had taken the precaution to provide ourselves with mackintosh coats, and so, undaunted, we proceeded in our course. It was about as difficult making our way out of the city as it had been coming in the week before, and the pavement was covered with a slimy mud that rendered it very slippery, and so our progress for the first six miles, until we reached the open country, was necessarily slow. We passed through the busy town of Croyden, and the pretty village of Redhill. In the latter place I noticed that the gas service extended more than a mile each way outside the town, and as I looked back from the summit beyond, the long line of lights produced a fine effect in the gathering darkness.

In the meantime Hodge and I had ridden several miles in advance of 'Gene and Von, and when we came to the little inn at Horley, twenty-six miles from London, it looked so inviting that we decided to stop there over night, especially as we were well on our way to Newhaven, and could easily reach there the next day, and as it was getting rather dark to ride. While we were cleaning our machines, up came our loitering companions, who not observing us, went into the inn to make arrangements for the night, leaving their machines standing outside, whereupon we quietly made off with them and awaited developments. Upon discovering that their bikes were missing, they began to lay the blame one upon the other, but losing no time set off in the direction we had taken, following the indistinct trail, and as soon as they discovered our dim outlines in the remaining light, we mounted and rode slowly on, just keeping them at a tantalizing distance behind, where they could not recognize us.

Finally, however, we left the machines, and waited for the boys under the shadow of the hedge. Their conversation I have faithfully recorded in my notebook, but it was so expressive in character that it would use up all the dashes and exclamation points in the compositor's case, so I will refrain from repeating it.

The next morning on our way down to Brighton we passed the coach and four which makes a trip to London every day. Many Americans avail themselves of this quaint way of getting a glimpse of English country, and I know of no way to spend a day to better advantage. As we neared the coast the country become rather flat, and we could see several old-fashioned wind-mills scattered about on the horizon, which made the scene look quite different from any we had witnessed before, and I could imagine they wanted not for motive power, for we had a strong head wind all day, which it was very discouraging to contend with. We reached Brighton about noon and stopped a while to refresh ourselves and look about the town. It was indeed beautiful but quiet and deserted, for unlike our own seaside resorts, their season is the winter.

(To be continued.)

IN MEMORIAM.

DIED, at Newton, Mass., January 18, of peritonitis, George E. Brett. In him the sport loses a simple, kind hearted and honorable man, and to those who had the benefit of his acquaintance his loss is an irreparable one.

Mr. Brett was, perhaps, better known to cyclists outside of Boston than by local wheelmen, his delight being in touring or distance riding.

Mr. Brett was a member of the L. A. W., and prior to its dissolution a member of the Everett (Mass.) Wheel Club.

YE JOINT SMOKER.

THE Newton, Mass., and the Somerville, Mass., Clubs, at the invitation of W. W. Stall, had a jolly good time of it up at Brother Stall's place, 509 Tremont street, Boston, last Tuesday night. Music and smoke were king-pins on that occasion, and all who were lucky enough to be present are crying aloud for another of the same kind.

Reminiscences of the road were interchanged over a substantial spread, and. under the gentle stimulus of coffee, chocolate and cigars, the tireless brethren of the silent steed waxed decorously merry. The Elmwood quartette, an Afro-American amusement corps, made up of two dusky banjoists, an ebony acrobat, who performed on the bones, and a colored gentleman who did funny things with his face. contributed the delights of the minstrelsy to the pleasure of the occasion. When "good night" was said, it was pretty well settled by the merry-makers that the smoker was an in-

stitution worth fostering. It is proposed to hold a series of similar fumigations during the "close" season.

One of the most touching incidents of the evening was the presentation to Mr. Stall by his admirers of a check. The recipient was overcome, but he was heard to murmur something about the "poor house."

THE HARRISBURG (PA.) WHEEL CLUB RECEPTION.

HAD the Editor been with the Harrisburg Wheel Club on Friday evening, he would certainly have congratulated us on the success of our January reception to the ladies. In one of my former writings, I said that the committee would have to work hard, but I am now ready to give way to them and say, "gentlemen, you did it."

At the door you were met by Mrs. W. Grant Wilson, Misses Chayne, Hoyer, Vollmer and Binnix, who with their smiles of welcome, a rosebud and the club colors, made you welcome, and sent you to the parlor to hear the musical programme which consisted of a piano solo by J. C. Duke, violin and guitar duett by Misses Shaffner and Witherow, a humerous reading entitled "The Farmer and the Wheel" by Miss Margie Reinoehl, a piano duett by Messrs. Funk and Lott, a flute and piano duett by C. H. Chayne and sister, a piano solo by Mr. Harry Funk, a vocal solo by Miss Annie Patterson, concluding with the ever-popular wheel club song by the boys.

Refreshments were served, after which all retired to the dancing room, and indulged in the pleasures that all seem to look forward to on these occasions, and I cannot say at what hour all withdrew, as the clock failed to strike, yet our fair friends were not too tired to thank us for the pleasure and wish for them oftener. "CYC."

NEW YORK AND THE WORLD'S FAIR.

Editor Bicycling World: It may be of interest to the cycling fraternity as well as the manufacturers of bicycles to learn through the medium of the BICYCLING WORLD, what is being done in New York City to secure the World's Fair of 1892.

As soon as the subject of the World's Fair was broached in this city, it occurred to me that the cycling industry should be represented on the committee which (in case this city was selected as the site) would manage the Exposition, in order that our industry should have proper recognition. With this end in view, I secured appointment on the committee which is known as the "Committee for the International Exposition of 1892."

We are now competing before Congress for the site of the Fair with Chicago, St. Louis and Washington, with every prospect of our National Government deciding in favor of New York.

It is my intention, should New York be successful, to combine with the manufacturers of fine carriages, such as Brewster, Flandrau, and others, and secure a building for the exclusive exhibit of bicycles and carriages, and my aim shall be to organize through our domestic and foreign manufacturers of bicycles, an exhibit that will equal if not exceed any similar exhibition ever held.

I might also add that New York is the only city (I believe) of those competing for the International Exposition that has recognized the cycling industry by placing a Representative on the Committee of Organization, and that too, with the understanding that the cycling industry shall have the fullest possible recognition.

I send you to-day New York papers giving an account of the visit of our New York delegation at Washington to attend at the hearing before the Senate Committee. You will note that cycling was recognized in this important movement by Mayor Grant's invitation to me, to attend as a delegate. I submit the detailed facts and trust you will use the same in article for publication.

Yours truly, G. R. BIDWELL.

New York.

NEW YORK LEGISLATURE.

THIS week has seen active times in the New York Legislature, as two bills on Roads Improvement have been presented in the Senate and House.

Last week the bill as prepared by Messrs. Perkins and Cossum of the National Rights and Privileges Committee was introduced into the House by Assemblyman De Puyster. This bill has not the endorsement of the State Division or the Roads Improvement Association.

On the other hand, the bill prepared by Mr. Isaac B. Potter for the New York State Roads Improvement Association was introduced on Tuesday to the Senate by Senator Coggeshall, and to the House by Assemblyman Rhodes. This bill was launched by Messrs. Potter and White of the New York State Roads Improvement Association and Chief Consul Bull of Buffalo, and Mr. Gallien of Albany. This bill has the support of the New York Division Officers, and is different from the Perkins-Cossum bill inasmuch as the Potter bill makes it obligatory on the counties to construct highways, while the Perkins-Cossum bill makes it optional. The Potter bill if passed insures the construction of at least 370 miles of improved highway during the coming year.

GOOD WORK INAUGURATED

MESSRS. PERKINS AND COSSUM of the Rights and Privileges Committee have been swinging round the circle to some purpose during the past two weeks. In brief, the story of the good work inaugurated is, that Mr. Perkins has been down in Maryland and Virginia setting the Roads Improvement ball rolling in a most satisfactory manner. In Maryland, Mr. Perkins was in close conference with Chief Consul Mott and other State League officials. Mr. Perkins found that the Maryland men did not believe that a State law would be possible and they had been hard at work with Senator Lindsay looking toward legislation for Baltimore County only. Mr. Perkins set about to disabuse the minds of the Maryland men of the above impression, he went to Annapolis and created a feeling among the most prominent members of both houses of the Legislature most favorable to a State law for Roads Improvement. In fact Mr. Perkins found no opposition to the idea among the law makers of Maryland, on the contrary he received the most encouraging assurances of individual support. The Governor of the State was away, but Mr. Perkins saw the Secretary of State who at once expressed his personal approval of a road bill and promised to give the same what support he could in keeping with his official position. In short, Mr. Perkins received such cordial encouragement that on his return to Baltimore and after showing that the way was open, Chief Consul Mott and his co-laborers have jumped into the active preparation of a bill which will be in readiness to present to the Legislature this season. We congratulated Mr. Perkins on the work done in Maryland, but we are not through yet.

Mr. Perkins also went down into Richmond, Va., and on presenting his scheme to the most prominent members of the Government, he was met with the most flattering assurances of support and good will. He appeared before the State Committee on Roads and Bridges, which happened to be in session, and his reception at the hands of the members was one which assured Mr. Perkins that they were "with him." The committee expressed a desire to have a bill drawn and presented to the Virginia Legislature this session. A great many local road laws are in force in Virginia, and the committee stated to Mr. Perkins that they wanted one good general State law devised, to take the place of the many local ones now in force. Among the many prominent men that Mr. Perkins saw and received encouragement from were Governor McKinney, Judge Bolen, Speaker Cardwell and Mr. Ryan, Chairman of the Committee on Railroads.

Steps will be taken at once by the Chief Consul of Virginia to have a bill for his State drawn up, but as the Legislature will only be in session thirty days more it is feared that it will not be in time for this session.

Mr. Cossum was with Mr. Perkins some of the time, and the former gentleman is now in Ohio to see what can be done in that State.

The above is in outline the good work begun. We congratulate the Rights and Privileges Committee, and we congratulate the League. Let the procession move!

VIEWS OF SOME OF RHODE ISLAND'S PROMINENT MEN.

CHAIRMAN W. M. P. BOWEN, of the Roads Improvement Committee, of Rhode Island, who are taking initiatory steps in common with similar committees in a great number of the States, looking to the general improvement in building and keeping the roads of the State, was in receipt last week of the following letters on the subject from three of Rhode Island's distinguished men:

PROF. ANDREWS', OF BROWN UNIVERSITY, VIEWS.

PROVIDENCE, January 15, 1890.

My Dear Mr. Bowen—The improvement of our country roads is one of the most important economic reforms now before the public. Since railroads came to be so prominent this necessity has been shamefully neglected, but we must return to it. *I have no doubt that the value of farming land in Rhode Island might be raised at least 25 per cent. by generous and judicious expenditure upon the roads.* The proposed betterment is not urged at all as a luxury, but as a mode of rendering country localities pleasanter and more profitable as homes and farms. The reform is becoming popular in many parts of the Union. Why should we in Rhode Island be behind? Cordially yours, E. BENJ. ANDREWS.

EX-GOVERNOR HOWARD'S VIEWS.

PROVIDENCE, January 15, 1890.

William M. P. Bowen, Esq., Chairman, etc., Providence: Dear Sir—* * * Comparing the rural sections of *Europe* with those of our country, *there is no doubt*, I think, *but that a horse there performs double the duty he does here, and is therefore worth twice as much.* It would be the highest economy to put all our roads in a permanently good condition. When it is once done the annual expense is as nothing to the money which is expended now without any beneficial result. There is no class to which good highways are so advantageous as to farmers. If they could be induced to give the subject sufficient consideration they would soon put a stop to this egregious folly of "working out the tax."

Very truly yours, HENRY HOWARD.

MR. WARDWELL'S, OF THE STATE BOARD OF AGRICULTURE, VIEWS.

BRISTOL, January 18, 1890

W. M. P. Bowen, Esq., Chairman: Dear Sir—There can be but one view taken in regard to the advantages of good country roads, not only to the farmer but to the whole State, in the increased value of property. Why the farmers living in the vicinity of the larger towns of the State, paying their proportion of the taxes, deriving no benefit from the fire service, having no police protection, still submit to the miserable country roads without a vigorous protest is beyond my comprehension. *In my opinion the farmers have themselves to blame in a great measure for the situation we find ourselves in. A determined stand taken by them would remedy the difficulty.* Yours very truly, W. T. C. WARDWELL.

DOCTORS FAVOR BETTER ROADS.

AT the regular meeting of the Erie County, N. Y., Medical Society, held a few days since, the following was presented by Dr. Frank H. Potter, and unanimously adopted:

Whereas, We understand that a bill for the better construction and maintenance of the public highways of the State will be introduced in the Legislature at its present session, therefore

Resolved, That we approve in a general way of this or any other measure leading to the improvements of our country roads, for we believe that such improvement will directly effect for the better health of the community.

Resolved. That the Secretary be instructed to transmit a copy of these resolutions to the Senator and Members of the Assembly for this county.

BRETZ, CURTIS & CO.

A NEW firm composed of young, popular and well known Philadelphia cyclers have gone into the business and the name of the gentlemen who compose the firm heads this notice.

In presenting to the riding public the celebrated Referee, Messrs. Bretz, Curtis & Co. will no doubt receive a handsome recognition at the hands of those riders who want a light mount.

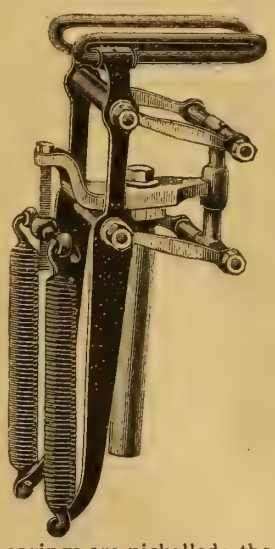
The writer never hears of the Referee but what he thinks of poor "Jack" (Purvis-Bruce). He was an ardent admirer of the machine, and we cannot therefore do better than give "Jack's" opinion of this wheel which he gives in a testimonial he sent to the makers from Edinboro'. He says:

"I take great pleasure in recommending the Referee Safety Bicycle. On the road it has always been much admired for its light and rakish build, and for the symmetry and strength of its diamond-shaped frame. The steering is good, and the fact that the seat is placed well back, reduces to a minimum the liabilty to slip or "skid" on wet or greasy pavement or roadway. The machine is honest in its finish and construction, and has stood some very cruel 'devil-may-care' treatment at my hands. The method of adjusting the chain is very effectual. A good rider, mounted on a Referee, can generally manage to show his back (if he is so inclined) to a good many men 'between the houses;' and it is not the fault of the machine if he has to stand treat for 'last in at the Anchor' or the 'Angel.' I candidly and cheerfully recommend the Referee to all in search of a light and fast machine."

The Referee full roadster has a diamond frame of the best steel tubing, tangent spokes, ball head steering, best black rubber tires, soft rubber handles, balls to both wheels and pedals, weight, thirty-seven pounds.

Messrs. Bretz, Curtis & Co. also represent the Surrey Machinist Co., and import the celebrated Invincible machines, the deservedly high reputation of which none can gainsay. In the Referee and Invincible machines the Philadelphia firm have a strong combination. They are desirous of obtaining live and responsible agents in all unoccupied territory. See advertisement on page 254.

WE called on Mr. H. S. Owen, of the Capital Cycle Co., of Washington, D. C., while in that city the other day, and as usual found the premises of the company a busy spot. Mr. Owen is not yet prepared to give us facts in detail for publication, as to particulars of the machines that he will push during the coming season, but in general we can announce that the Capital Cycle Co. will have twelve patterns of Psycho safeties, ranging in weight from a 21-pound racer to a heavy 50-pound roadster. The machine they put on the market as a full roadster will weigh only 36 pounds. Mr. Owen tells us also that his stock will contain five new patterns of diamond frames. Certainly out of such a stock all grades and weights of riders of both sexes should find no difficulty in choosing a mount. More anon *in re* the Capital Cycle Co.



THE Quadrant Suspension Spring is the name of the device we present the cut of in this article. It is claimed by the Quadrant people and their American Agents, Messrs. Strong & Green, of Philadelphia, that this device "completely protects the rider's body from all vibration and road shocks, no matter how rough the road or how small the wheel. Adjustable to any weight from 8 to 20 stone, so that the rider can fix it at whatever degree of elasticity he pleases. As shocks do not reach and lift the rider, speed is accelerated. In hill climbing the rider rises free of the upward action of the spring instantly, so that every ounce of his weight is available for the pedals; while in a down-hill 'coast,' with feet up, this spring is simply luxury itself. It is constructed to allow a range of four inches in the forward and backward adjustment of the saddle. It contains nothing to work loose or rattle. The horizontal links and the coil springs are nickelled; the remainder enamelled black. Made in two pattern, one to suit the upright tubular saddle post of the safety bicycle, as shown in the sketch, the other with lug to fit 5-8 inch T pin of safety or of tricycle. Price $4.00 extra."

MESSRS. SINGER & CO. have sent us a circular showing cuts, and in brief stating the improvements which will be put on the American market for the year 1890, and especially do they call attention to the following: The Singer ball steering, spring fork, combination brakes, patent steering for tandems and ball pedals. As soon as we receive the data in detail we will present same to our readers.

SINCE the death of Mr. Strong, of the firm of Strong & Green, of Philadelphia, Messrs. Green & Wells have been busy settling up the affairs of the old firm, and making arrangements to carry on the business under a new administration. The arrangements have been completed and the personnel of the firm will be Mr. Green and Mr. Wells. The firm name of Strong & Green will be retained. Mr. S. G. Whittaker has been employed by the firm to act as its travelling agent. We shall make announcements in regard to the output of Messrs. Strong & Green at an early date.

WE call the attention of our readers to the advertisement of "Columbia" on page 255. Those who have any of the wheels he names, and wish to sell should address him at once, as per advertisement.

MESSRS. STRONG & GREEN have associated with them Mr. Wm. M. Perrett, of the Schuylkill Navy of Philadelphia, and one of the best-known all-round athletes in Pennsylvania. Mr. Perrett is the holder of the 100-yard sprint championship of that State, and ran fourth in the 100-yard national championship. During the past season he won thirty-one prizes all told. Mr. Perrett will have charge of a general athletic supply department which Messrs. Strong & Green are to add to their business. This department will contain every accessory in every branch of athletics, and will no doubt prove a paying investment for the firm.

THE Illinois Secretary of State licensed the Cycle Improvement Company, at Chicago, on Monday, January 13th, to manufacture improvements for bicycles, etc.; capital stock, $30,000; incorporators, J. R. Black, W. G. Westgate and W. G. Barker.

A LADY writing to the *Star*, of Washington, D. C., says: "I have been far from strong all my life, and this fall my physician prescribed for me the use of the bicycle. I was dreadfully opposed to it, not because I disapproved of it but because I am naturally very timid and distrustful of my own powers in the direction of athletics. However, my physician would not listen to me beyond telling me that if I wanted to grow strong this was my chance, and

it would be on my own head if I missed the opportunity of becoming of some use to myself and the rest of the world. I began to learn. To say that I was frightened, discouraged and absolutely convinced that it was at the risk of my life that I made the experiment, is to state the case very mildly. I have been about six weeks learning to ride, and have exhausted my own patience and the patience of my instructor many times over, but have at last conquered the art, and am now thoroughly at home on my machine. I began to feel the good effects of the exercise almost immediately, and now that I can ride every day there is a perceptible improvement in my general health, and I am thankful in proportion to the physician who first put me on and kept me on in spite of myself."

THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

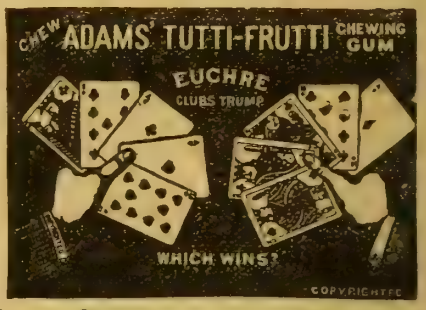
A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

Price, $25.00.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1889—90.

PRESIDENT,
CHAS. H. LUSCOMB,
280 Broadway, New York

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

The President and Vice Presidents (as by the Constitution required.)

Membership.

A. E. Mealy ....1736 Druid Hill Ave., Baltimord, Md.
F. L. Casselberry.....Mansfield, Ohio
George C. Pennell.....Elizabeth, N. J

Improvement of Highways.

Dr. Chas. S. Butler.....680 Main St., Buffalo, N. Y.
Wm. W. Share.....Brooklyn, N. Y.
Junius E. Beal.....Ann Arbor, Mich

Rights and Privileges.

A. Moore Berry.....421 Olive St., St. Louis, Mo.
George A. Perkins.....3 Pemberton sq., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Rules and Regulations.

Dr. Wm. H. Emery....109 Warwick St,, Boston, Mass.
W. A. Davis.....Chicago, Ill
Chas. L. Brockway.....Middletown, Conn

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwateri.....Washington, D. C.
Harry H. Hodgson.....New Orleans, La.
George Collister.....Cleveland, Ohio.
M. L. Bridgman.....Chicago, Ill.

Transportation.

W. M. Brewster.....309 Olive street, St. Louis, Mo.

New Jersey Division.

New Jersey being entitled to another Representative, Mr. B. O. Miller of Camden is hereby appointed to that office.

G. CARLETON BROWN,
Chief Consul.

Louisiana.

To the Louisiana Division L. A. W.:

It appearing that since the last annual election the State of Louisiana has passed the limit for the formation of Divisions, and the Constitution and By-laws of the L. A. W. containing no special provision for the selection of officers by election except at the annual elections:

Now, upon the request of the officers and members of the Louisiana Division, I declare a vacancy in the office of Vice Consul of that State. Pursuant to the power vested in the President by Article I, Section 1. L. A. W. By-laws, I appoint John O'Reardon, Vice Consul of Louisiana, original vacancy until the ensuing annual election.

I also appoint W. H. Renaud, Jr., a Representative to the Division Board of Officers.

These appointments are made subject to review, as to the question of power of the President to appoint in such cases, and may be considered, if desired, by the National Assembly, at the February meeting.

Yours fraternally, CHARLES H. LUSCOMB,
President L. A. W.

League Clubs.

The following clubs have qualified as League Clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

No. 246--Englewood Wheelmen, Englewood, N. J., W. A. Westervelt, Sec.

New Jersey Representative.

This is to certify that Mr. Henry P. Stoney of Cherry Hill, N. J., has been elected club representative on the State Board by the Englewood Wheelmen.

F. M. Demarest, Pres.
W. A. Westervelt, Sec.

F. W. Van Sicklen Disqualified.

For selling, realizing upon, or otherwise turning into cash, prizes won by him, Mr. Frederick W. Van Sicklen, of Rutherford, N. J., (formerly of Chicago) is hereby declared to have forfeited his amateur status. Amateurs are warned not to compete with F. W. Van Sicklen.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Missouri Division.

The regular semi-annual meeting of the Board of Officers of this Division will be held at the Richelieu Hotel, 14 Washington avenue, Saturday, February 1, at eight P. M. All members are requested to be on hand promptly either in person or by proxy.

Fraternally yours. ROBT. HOLM, C. C.

Michigan Consuls.

List No. 2.

I have made the following appointments of Local Consuls:

Battle Creek, E. C. Adams, vice W. K. Kellogg resigned.

Jackson, F. J. Pratt, vice W. W. Todd resigned,

Tecumseh, A. J. Heeson, vice O. P. Bills resigned.

Monroe, Gale E. Jackson.

Fraternally yours, A. B. RICHMOND, C. C.

Michigan L. A. W. Hotels.

List No. 1.

Alpena, The Churchill, rate $2.50, League rate $2.00
Battle Creek, William House, League rate $2 00
Coldwater, Southern Hotel, League rate $1.50.
Flint, Hotel Bryant, League rate $2.00.
Hillsdale, Keefer House, rate $2.00 League rate $1.50.
Howell, National Hotel, League rate $1 00.
Hudson, Comstock House, rate $2.00, League rate 33 1-3 per cent discount.
Homer, Commercial Hotel, rate $1.50, League rate $1.03.
Lapeer, Abram House, rate $2.00, League rate, $1.00, meal 25 cents. Yours fraternally,

A. B. RICHMOND, C. C.

Missouri Appointment.

The following appointments have been made this day:

Dr. G. A. Sparling local consul for Kirksville, vice T. H. Brewington resigned.

T. H. Brewington, local consul for Green Top.

C. H. Funk, local consul for Stanberry.

G. A. Graves, local consul for Joplin, vice C. H. Barney, removed.

G. A. Graves is hereby reinstated as a member of the Touring Committee with headquarters at Joplin.

Fraternally yours, ROBT. HOLM, C. C.

St. Louis, January 17.

Connecticut Representive.

This is to certify that John Knous, President, No. 95 Washington street, has been elected Representative on the State Board by the Columbia Cycle Club.

JOHN KNOUS, Pres.
H. J. SEYMOUR, Sec.

Massachusetts.

A meeting of the Board of Officers of this Division will be held at Clarendon Hotel, Boston, on February 1, at eight P. M. Fraternally, W. H. EMERY,
Chief Consul

Michigan.

I have this day appointed F. J. Tabor, Local Consul for Hudson, Mich., vice Chas. D. Allen resigned.

Fraternally, A. B. RICHMOND, C. C.

Grand Rapids, Mich., Jan. 16, 1890.

L. A. W. Hotels for Illinois.

Jacksonville, Dunlap House, rates $2 00, regular rate $2.50.
Joliet, Hotel Royal, rate $1 50.
Cairo, The Halliday, rates $2.00 and $2.50.

W. A. DAVIS, C. C.

Chicago, Jan. 17th, 1890.

California Division.

At the last meeting of the Board of Officers of the California Division, Geo. H. Strong was elected delegate to the National Assembly, vice R. M. Welch resigned. WALTER D. SHELDON, Sec.-Treas.

Owing to the departure of J. Phil Percival, the office of Vice Consul was declared vacant, and Arthur H.

Wright of Stockton, appointed by Chief Consul Thompson to fill vacancy.

WALTER D. SHELDON,
Secretary-Treasurer.

Michigan.

To the consuls and members of the Michigan Division:

It seems to be a thankless task and one productive of no results, to try and rouse you from the state of inactivity you seem to have all fallen into.

Early in the season our membership boomed, but latterly it has developed into an inert mass. Now you are one and all capable of doing something to help along our cause, and let us begin by trying to increase our membership.

Our present membership is twenty-five per cent. in advance of our total number last year, but the increase is confined to one or two localities; in fact two-thirds of our increase is right here in Grand Rapids, which now comprises over one-fifth of our entire membership in the State. There is no reason why this state of affairs should exist, and I trust you will all use some effort to recruit our numbers. Recruiting blanks and circulars, road improvement pamphlets, etc., will be furnished you all upon application, and as I have said before to you, if you will furnish me a list of non-League riders in your localities, I will use my best efforts to convert them.

I must insist upon the Local Consul of each place making the appointment of a League Hotel, and (whenever practicable) Repair Shop, and forward same to me.

I am writing personal letters to a great many of you, and unless I am accorded better service in some instances, there will be some removals and new appointments.

I shall soon send each Consul a number of copies of "Improvement of Highways," the sterling little book compiled by our very efficient Improvement of Highways Committee, and I desire each one of you to see that they are placed in the hands of the proper committees or Councilmen in your vicinity, and where they will do the most good.

Rouse up all of you and put your shoulder to the wheel. Fraternally yours,

A. B. RICHMOND,
Chief Consul.

New Jersey.

Minutes of the adjourned meeting of the Board of Officers New Jersey Division L. A. W., held at the club house of the Plainfield Bicycle Club, Plainfield, N. J., January 17th, 1890, Chief Consul Brown in the chair. Present, Vice Consul Benedict, Secretary Pennell, Gardner H. Cain, R. V. Whitehead, F. C. Gilbert, F. L. C. Martin, H. P. Stoney.

The Chief Consul reported that he had appointed an additional Representative for the 600 members, Mr. B. O. Miller of Camden, N. J. He had had several inquiries regarding the Pennsylvania Road Book, different members asking about them, how they could procure them, etc. He also read several letters from different ones.

It was moved and seconded that the question of the Road Book be discussed later on.

The Secretary-Treasurer made a verbal report stating balance on had $400, that the membership had increased to 619, that two new clubs had been reported, and that he was in correspondence with several others.

The Committee on Rules and Regulations for the Board, Dr. Benedict, Chairman, reported that he begged to be discharged from the committee in consequence of being the Chairman of the Road Book Committee, which would take all his time. The Chief Consul complied with his request, and appointed Mr. Pennell Chairman of the committee.

The Committee on the New Jersey Road Book made a very complete report showing maps, printed matter, and explaining all questions in regard to the proposed book, also with estimated cost.

It was then moved and seconded that the report be received with thanks for its completeness, and that the committee be authorized to proceed with the book at the figures named. Carried.

It was moved and seconded that the price of the New Jersey Road Book be $2.50. To L. A. W. members outside the Division $1.50. To New Jersey Division members 25 cents and postage. Carried.

Moved and seconded that the Secretary-Treasurer be instructed to issue postals to those members who have sent six cents postage in compliance with the proposition made two years ago in regard to the old Pennsylvania-New Jersey Road Book, stating that the six cents already sent would be credited to them when the book was issued. Carried.

Moved and seconded that the Secretary-Treasurer be, as is hereby instructed to inform the Chairman of the Committee on the Road Book of the Pennsylvania Division that the New Jersey Division, in consequence of the delay in issuing the Pennsylvania-New Jersey Road Book, had decided to issue a Road Book of their own, that plans had been completed and the work started, and under these circumstances New Jersey would not be able to take any of the Pennsylvania books.

The Secretary stated that the Englewood Wheelmen of Englewood, N., have joined as a League club, and had elected their Representative, who was present this evening. The Chief Consul also reported that he had p ointed an additional list of 57 Consuls.

The Plainfield Bicycle Club extended an invitation for the New Jersey Meet to be held in their city on Friday and Saturday, May 30 and 31. The invitation was accepted, and it was moved and seconded that a committee be appointed by the Chief Consul to cooperate with the Plainfield Club in formulating plans for Division Meet. Carried

The Chief Consul appointed Mr. R. V. Whitehead of Trenton Chairman, A. T. Dodd of Orange and G. C. Pennell of Elizabeth as such committee. It was stated that one of the principal features of the Meet would be a State championship and other races.

On motion the meeting adjourned to meet at the call of the Chief Consul.

GEO. C. PENNELL,
Sec.-Treas.

RACING RULES.

Enclosed find L. A. W. Racing Rules, as adopted by the Racing Board, January 11th, 1890. The following changes were made: In the General Rules—Rule A was amended, Rule E was repealed and the new Rule E was adopted, Rule F was amended, Rule G was repealed, Rule H (which is now Rule G) was amended, Rule J (now Rule I) was amended.

In the Track Rules—Rules 9, 13, 16, 21, 24 were amended, Rule 25 was repealed and the new rule adopted; Rules 26, 27, 28, 32, 35, 37 were amended.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

General Rules.

**A.* Promoters must obtain the sanction of the Racing Board, before race meetings can be announced to be held under L. A. W. Rules. Any amateur wilfully competing at races not stated to be held and actually held under the rules of the Board, or rules approved by the Board, shall be liable to suspension from the race track for such a time as the Racing Board may determine; and amateurs are notified that to compete against any rider who has been suspended will render them liable to the same penalty.

B. The Board will receive and pass upon all claims for records, and, if required, claimants must furnish a statement from the judges and time-keepers of the meeting, together with a sworn statement from a competent surveyor certifying the measurement of the track. When the record is proven to the satisfaction of the Board it will be published in the official organ, and stand as such on the books of the Board. No record made at a meeting not governed by League rules will be considered. No record made on the Lord's Day will be considered. The Board will enter no record in its books that is not made in competition between men at an open meeting of which at least one week's notice has been given. The Board will enter no record in its books that is made on a board track or under cover.

C. The standard of measurement adopted by the Board requires that a track shall be measured on a line drawn not more than eighteen inches from a well defined, fixed and continuous inner curb or pole, and no record will be allowed on a track otherwise measured.

D. The Board reserves the right to exclude from the racing-path any and all machines which, in their judgment, do not come within the commonly accepted meaning of the terms "bicycle" and "tricycle," either by the peculiarity of construction, or by undoubted mechanical advantages which they may possess.

†*E.* (1). The following National L. A. W. Championships have been established by the Board: One Mile, Two Mile and Five Mile "ordinary" bicycle; One Mile, Two Mile and Five Mile "Safety" bicycle, and One Mile, Two Mile and Three Mile "Tandem Safety" bicycle.

(2.) The country shall be divided into Five Racing Districts: District No. 1 comprising the following States—Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia and the District of Columbia.

District No. 2 comprising—Ohio, West Virginia, Kentucky, Indiana, Michigan, Illinois and Missouri.

District No. 3 comprising—North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, Tennessee, Texas and Indian Territory.

District No. 4 comprising—Wisconsin, Minnesota, Iowa, Kansas, Colorado, Nebraska, North Dakota and South Dakota,

District No. 5 comprising—Montana, Wyoming, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, California and Nevada.

(3). Each District shall be in charge of a member of the National Racing Board who shall appoint four assistants in his District, who, with himself, shall constitute a District Racing Board. Each District shall hold an annual race meeting, at which the District Championships shall be contested prior to August 15th of each year.

The winner and second man, in each event, may be sent at the expense of the District, to compete at National Championships. Winner and second man only in District Championships, shall be eligible to enter corresponding National Championship. Divisions may pay the expenses of members to represent them at their District Championships.

The National Championships shall be contested annually, between August 15th and October 15th, at such place as the National Racing Board may determine.

(4). National and District Championships are open to League members only, and the trophies for National Championships shall be medals, struck from the dies owned by the League, to cost in no case more than $50, and to become the property of the winner each year.

(5). Privilege to hold State Championships in States where no division of the League has been formed will be granted to clubs or authorized associations when the importance of the meeting is sufficient to warrant the Racing Board's special sanction.

(6). The National Racing Board shall give at least thirty days notice of the location of the National Championships.

**F.* (1) The Board will appoint, at its discretion seven or more, League handicappers (giving to each a special district), who will, for a stated sum, attend to the classification of the racing men and frame the handicaps of the League and of such of its associate clubs as shall desire this service at their hands. Classification shall be based on the appended table in Rule 28. Handicaps shall be based on the ability, as well as records, of the contestants. Handicaps shall be framed and the men classified before the day of the race, shall appear on the programme, and shall not be changed during the meeting.

(2) Entries to handicaps, and class races, shall close seven days prior to contest, to allow time for proper investigation.

(3) Clubs holding races must send to the official handicapper, of the district in which the races are to be held, a complete list of entries in all handicap and class races, not later than five days previous to the date of races. Any contestant in a handicap, or class race, not handicapped or classified by the district handicapper, shall be liable to suspension from the race track for such a time as the Racing Board may determine.

(4) A fee of 25 cents will be charged for each entry, to be paid by the club, or managers of the race meeting for which the handicapping or classifying, is done.

**G.* Any cycle club will be allowed, under special sanction of this Board, to pay the entrance fees and reasonable travelling expenses of a member whom they may desire to represent them upon the path, but without this special sanction no competitor in amateur events shall accept from his own club, or from a club promoting sports at which he competes, any payment for his expenses under penalty of suspension from the track for a time at the discretion of the Board. No rider will be allowed to have his entrance fees, or any expenses whatever, paid by an officer, member, committee, or department of an athletic organization, other than a cycling club.

H. No open betting shall be permitted.

**I.* In no case shall an order for goods to a certain value, be offered or taken in any event.

Track Rules.

1. Entries and awards in amateur events shall be confined strictly to amateurs and persons entering for these races, who are not members of cycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the Executive Board that they are not professionals, either by their own statements in writing or otherwise.

2. The officers of a race meeting shall be: A referee, three judges at the finish, three timekeepers, one starter, one clerk of the course, with assistants if necessary, one scorer, with assistants if necessary, and one umpire for every one-eighth of a mile. The referee, judges and clerk of the course shall constitute an Executive Board.

3 The referee shall have general supervision of the race meeting. He shall give judgments on protests received by him; shall decide all questions or objections respecting foul riding or offences which he may be personally cognizant of, or which may be brought to his attention by an umpire or other officers. He shall act as he may think for the best in cases of misconduct by attendants, and shall disqualify any competitor who may become liable to disqualification. He shall decide all questions whose settlement is not otherwise provided for in these rules. His decision in all cases shall be final.

4. The judges shall decide the positions of the men at the finish. Two shall stand at one end of the tape and the third at the other. One shall take the winner, another the second man and the other the third man; they shall also note the distance between the first three as they finish. In case of disagreement the majority shall decide. Their decision as to the order in which the men finish shall be final and without appeal.

5. The timekeepers shall compare watches before the races are started, and shall note any variance; they shall each time every event, and in case of disagreement the intermediate time of the three watches shall be the official time. Time shall be taken from the flash of the pistol. In case two watches of the three mark the same time, that shall be the official time.

6. The scorer shall record the laps made by each competitor, the order of the men at the finish and the time as given to him by the timekeepers. Scorers shall have such assistance as may be necessary.

7. It shall be the duty of the starter, when it has been reported to him by a clerk of the course that all the competitors are ready, to see that the timekeeper is warned and before starting the men to say "Mount," in a few seconds after to say "Are you ready?" and if no reply to the contrary be given, to effect the start by report of pistol. Should the pistol miss fire, the start will be made at the word "Go." The starter may, at his discretion, put back for a distance not exceeding ten yards any competitor starting befor the signal is

given. In case of a false start, the competitors shall be called back by the starter and re-started. Any competitor refusing to obey shall at once be disqualified. He shall announce to the competitors the distance which they are to run, and shall indicate the commencement of the last lap by ringing a bell as the riders pass over the mark for the final lap. In case of a fall within ten feet of the scratch line, the contestants shall be recalled and the race started over again. Time handicaps shall be started by the word "Go."

8. The clerk of the course shall call competitors in ample time for each event, and see that they are provided with numbers properly worn. He shall report the contestants to the scorers, see that they are on their appointed marks, and call their numbers for the scorers as they cross the line at the end of each lap.

*9. It shall be the duty of an umpire to stand at such part of the field as the referee may direct, to watch closely the riding, and immediately after each race to report to the referee any competitor or competitors whose riding he may consider unfair, to the end that the referee, before making any decision, may be credibly informed by a official as to the facts.

10. It shall be the duty of the Executive Board to adjudicate any questionable entry, and they shall have the power to make any alteration in the programme that they may deem necessary, or to disqualify competitors without any protest being lodged by another competitor.

11. No person whatsoever shall be allowed inside the track, except the officials. Authorized persons shall wear a badge. Competitors not engaged in the race actually taking place shall not be allowed inside or upon the track.

12. Any competitor making a false entry will be disqualified and debarred from any place or prize.

*13. Choice or change of machine and choice of costume are not limted except that shirt and breeches must not bare shoulder nor knee. In races distinctly stated on the programme of events to be for a particular class of machine, this rule shall not apply so far as choice or change of machine is concerned. Safety bicycle races shall be limited to machines whose driving wheel does not exceed 32 inches in diameter. "Ordinary" bicycle, and "safety," or "tandem safety," bicycles, shall not be ridden in the same race.

14. Every competitor will receive, in the dressing-room, a ticket bearing a number corresponding with his number on the programme, which ticket must be worn by him on his back during the race. He shall inform himself of the times at which he must compete, and await the call of the clerk in the dressing-room.

15. The drawing for positions in each event shall be done by the promoters of the meeting, and the positions of the men shall appear on the programme. When it becomes necessary to draw for positions on the grounds, the work shall be done by the clerk and starter in conjunction. In heat races, the winner of the first heat shall take the pole in the next succeeding heat. When races are run in heats and a final, the winner of the fastest heat shall take the pole in the final.

*16. All starts, bicycle or tricycle, shall be from a stand-still, with the left hand towards the curb; and the machines are to be held in position by an attendant (the front wheel touching the starting line) until the signal is given by the starter. Attendants, when pushing off competitors, must have and keep *both* feet on the ground behind *the mark from which the competitor actually starts.* Should any part of the attendant's body touch the track in front of the mark, the competitor shall be disqualified. Any competitor shall be at liberty, with the consent of the referee, to start from a mark behind the one allotted him in the race; but in such case, as in all others, the point of contact of the front wheel of the machine with the ground shall be considered the starting mark, and the same rule shall apply.

17. The finish of all races shall be judged by the first part of the front wheel which touches the tape fastened flat on the ground at the winning post.

18. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the cycle in front before taking the inside. The inside man must allow room for his competitor to pass on the outside. A competitor overtaking another may pass between him and the pole if there be ample room, but he does so at his risk; and should a foul be claimed, the referee must decide if the rider was justified in his course. Riders are cautioned that they must not pass inside, except as a last resort.

19. Any competitor guilty of foul riding will be disqualified and debarred from any place or prize.

20. Any protest against a competitor respecting his qualification as an amateur must be lodged with the referee before starting; and any protest respecting foul riding or breach of rules must be made to the referee immediately after the heat is finished. A competitor, upon being disqualified, shall forfeit any entry fee he may have paid

*21. Competitors may dismount during a race at their pleasure, and may run with their cycles if they wish to, but they must keep to the extreme outside of the path whenever dismounted. If a rider be dismounted by accident or to change his machine, an attendant may hold his machine while he mounts it, and he must so mount at the extreme outside of the path.

22. Competitors will not be permitted to fall behind one lap, or more, and continue on the track with the other competitors, for the purpose of pacing. Pacing if so attempted, shall disqualify both the competitor and pacemaker.

23. Clause D, Sec. 6, Article III, of the League By-Laws reads as follows:

"It shall also be within the province of the Racing Board to suspend from the race track, for such a time as they may deem proportionate to the offence, any wheelman guilty of unfair dealing or ungentlemanly conduct on the race track, etc."

The following will be considered as unfair dealing and ungentlemanly conduct, and render the offender liable to suspension:

(1) Entering a class race to which his record does not give him the right of entry.

(2) Suppression of true figures and rendering of false figures to the official handicappers.

(3) The use of obscene language on the track.

(4) Swearing at other competitors and at race officials.

*24. The referee may place a time limit on any race. The time limit shall not be announced to the contestants until their arrival at the tape preparatory to the start of the race. If the competitors finish within the limit they shall receive the prizes. If they fail to so finish, and the referee is convinced by their riding and the time made, that they endeavored to reach the limit, he may award the prizes. It shall be his privilege to withhold any prize if, in his opinion, a competitor did not try to win the race.

†25. In order to secure a special prize, offered for the fastest time made at a stated distance, the successful competitor must have ridden the entire distance of the race, in which he makes his record.

*26. The officers of a race meeting, see Rule 2, shall not be permitted to compete in any race, at a race meeting, with which they are officially connected.

*27. A novices' race is open only to those who, up to date of event, have never won a prize, and shall be the first race of a meet.

*28. A class race is open only to those who up to date of the closing of entries have not won one of the first two positions in a public event in the same or better time than the class under consideration: or in relative time, judged from the other distances according to the appended table. See Rule F and Rule 23.

One Mile.	Two Miles.	Three Miles.	Five Miles.
2.40	5.30	8.20	14.20
2.45	5.40	8.30	14.40
2.50	5.50	8.45	15.00
2.55	6.00	9.00	15 30
3.00	6.10	9 15	16.00
3.05	6.20	9.30	16.30
3.10	6.30	9.45	17.00
3.15	6.40	10.00	17.30
3.20	6.50	10.30	18.30
3.30	7.10	11.00	19.00

29. In a race without hands, the start shall be made as usual. Ten seconds from the time of starting the starter shall ring his bell, and this shall be the signal for the riders to take their hands off. The competitors must then ride with their arms folded, or the hands and arms otherwise kept quite off the machine. Any competitor touching any part of his machine with his hands or arms shall be disqualified.

(30) In a slow race, a straightaway course not less than three nor more than five feet in width should be marked out for each competitor. Any competitor who rides outside of these lines, to be judged by the centre of the driving wheel, or who comes to a stand-still, or who is dismounted, or who fails to start at the signal, shall be disqualified.

31. In a lap race, the position of the first three men must be taken at the finish of every lap. The first man shall score three points, the second man shall score two points, the third man shall score one point, and no others shall score. The contestant who crosses the line first at the finish shall for that lap score four points. The competitor who scores the greatest number of points shall be declared the winner; but any contestant, in order to secure a prize, must ride the entire distance and be within 150 yards of the finish when the first man crosses the tape at the end of the last lap. Any competitor failing to comply with this rule shall be disqualified.

*32. In a team race the position of each rider must be taken at the finish of each lap. The first man shall count a number equal to that of the contestants at the start, the second man shall count one less, the third two less, and so on. The aggregate scores of the team members shall decide the winning team. A team shall be limited to three riders, each of whom shall have been a member of the club entering the team, for at least *three months* previous to date of event. Each team member must also have been a resident of the city or town where the club has its headquarters for at least *six months* previous to the date of contest.

33. The contestants in the run-and-ride race shall be started on foot in the usual manner, and umpires shall be stationed on the track at the mounting and dismounting stations, who shall take account of the fairness of mounting and dismounting. Mounting before reaching, or dismounting after passing the station, shall be sufficient cause for disqualification. The alternating distance shall be one quarter of the distance of the entire race.

34. In a heat race, where the contestant must win two in three, or three in five, the position of each rider must be taken at the finish of each heat. The first man shall count a number equal to that of the contestants in the first heat, the second man shall count one less, the third two less, and so on. The competitor who scores the greatest number of points shall be declared the winner.

*35. Entries in a consolation race shall be limited to those who have won no prize in any event of the meeting; provided, however, if only a single prize is given in the team race, members of the winning team shall not be considered to have won a prize, and shall be eligible to the consolation race.

36. Any club, or race promoters, desiring to place upon their lists of events, a race of different nomenclature than those given above, must first explain the nature of the event to the Racing Board member in charge of the district in which races are to be held, and obtain his consent. The consent having been obtained they shall print upon the entry blank and the programme of the day, a rule to define the race, that the officials and contestants may clearly understand the conditions of the contest.

*37. Ignorance of any of the foregoing rules will not be considered a valid excuse for violation.

*Amended. †New Rule.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 225—Total 51—12,329.

BOSTON, Jan. 24, 1890.

CALIFORNIA DIVISION—5—438.

M. C. W.

26025 McComas, Mine, 11th st., Modesto
26026 Vogelman, David J., 425 13th st., "
26027 Weil, C. B., Ninth st., "
26028 Zander, C. F., 11th st., "

Unattached.

26003 Greeley, A. H., Fresno

CONNECTICUT DIVISION—1—738.

Unattached.

26043 Frasick, Seymour F., 10 Buckingham st., Hartford

DELAWARE DIVISION—5—50.

Wilmington Wheel Club.

26044 Bartram, Harry E., 622 West 9th st., Wilmington
26045 Gibbons, Wm. J., 1705 Rodney st., "
26046 Goldin, Chas. R., 13 East Water st., "
26048 Thornton, E. P., 703 Market, "

Unattached.

26047 Marr, Harry H., 108 East 2nd st., "

ILLINOIS DIVISION—5—901.

Illinois Cycling Club.

26029 Griswald, F. H., 714 Wash. Boul., Chicago
26030 Marshall, J. B., 225 Colorado ave., "
26031 Overlock, F. F., 163 Winchester ave., "
26032 Skillman, F. B., 838 Adams st., "

Unattached.

26033 Decker, J. A., Macomb

MAINE DIVISION—2—157.

L. & A. Wheel Club.

26020 Doten, Herbert E., 83 Main st., Auburn

Kennebec Ramblers.

26049 Bragg, F. H. E., Box 106, Fairfield

MASSACHUSETTS DIVISION—4—1626.

Whitinsville Bi. Club.

26022 Monroe, Addison D., Whitinsville

Unattached.

26005 Lougee, Willis E., 147 William st., New Bedford

26021 Graves, Fred C., 90 Marble st., Springfield
26034 Coon, Wm. M., Box 106, Zylonite

MISSOURI DIVISION—3—341.

Unattached.

26035 Cahoon, M. H., Custom House, St. Louis
26036 Cram, Geo. A., Chamberlain Park, "
26037 Noel, Primm D., 3330 Bell ave., "

NEBRASKA DIVISION—8—97.

Lexington Wheel Club.

26013 Campbell, J. H., Lexington
26015 Mackey, Geo. E., "
26014 Goodrich, R. S., "
26050 Adams, C. M., "
26051 Gillespie, J. W., Harvard
26052 Stuckey, M. W., "

Unattached.

26024 Titus, Edw. G., L. Box 22, "
26023 Updike, P. H., L. Box 22, "

NEW JERSEY DIVISION—4—623.

Unattached.

26008 Garretson, C. C., Bound Brook
26007 Herbert, H. G., Box 92, "
26006 McNaughton, Robert J., 90 Monticello ave., Jersey City
26016 Van Horn, Harry E., Box 317, Lambertville

NEW YORK DIVISION—1—2141.

Genesee Bi. Club.

26009 McGreal, Lawrence G., 19 Hart ave., Rochester

PENNSYLVANIA DIVISION—7—1422.

Century Wheelmen.

26018 Dalsen, Charles W., 2535 No. 12th st., Philadelphia

Pennsylvania Bi. Club.

26004 Wells, Fred M., 1240 Belmont ave., "

Wissahickon Wheelmen.

26053 Smyth, Calvin M., 816 Market st., Philadelphia

Unattached.

26019 Johnson, Geo. C., 921 Chestnut st., "
26017 Woodward, H. P., 535 No. 10th st., "
26038 Miller, Milton H., So. Bethlehem
26039 Wintersteen, Wm. S., "

RHODE ISLAND DIVISION—1—340.

Rovers C. C.

26040 Andrews, A. H., Box 302, East Providence

TENESSEE DIVISION—3—97.

Unattached.

26010 Cummings, J. B. T., Box 235, Knoxville
26011 Hall, Ed L., 97 Luttrell st., "
26012 Nelson, A. H., 43 State st., "

TEXAS DIVISION—2—39.

Dallas C. C.

26041 Lang, John F., 806 Main st., Dallas
26042 Peting, Amedee, Jr., 1305 Sycamore st., "

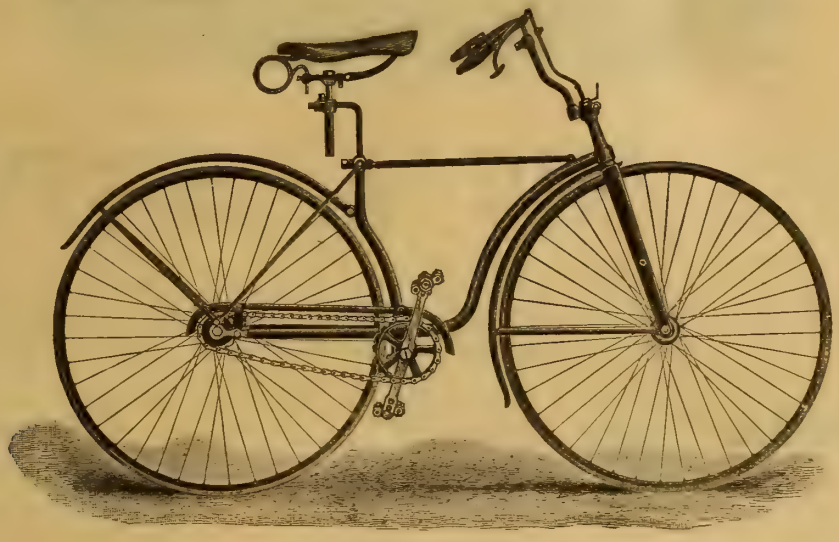
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The "downright facts" are these: For durability, thoroughness of workmanship and beauty of outline, the Warwick Safety stands first among high-grade wheels.

1890.

Perfection Safety.

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MANUFACTURED BY

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Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

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BEAUTY in DESIGN,
SYMMETRY of OUTLINE.

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WATCH OUR PAGE CAREFULLY.

SEND NAME and FULL ADDRESS for "CAT," "JACK'S" PICTURE and PICTURE of "SKOOKUM."

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WHITE CYCLE CO., - Westboro', Mass., U. S. A.

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CATARRHAL DEAFNESS

A NEW TREATMENT.

Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (*two weeks apart*) by the patient at home. A pamphlet explaining this new treatment is sent *free* by A. H. DIXON & SON, 337 and 339 West King Street, Toronto, Canada.



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Authorized by the Uniform Committee,

Committee.

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Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
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6. The dealings of the Pope Mfg. Co. with me have always been fair and liberal.
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8. I can make more money by being a Columbia Agent, because Columbias are sold at one price only, which is positive proof of their value.
9. Columbias cost less to repair than any other machines, and all parts are interchangeable.
10. By far the largest proportion of professional, scientific, and mechanical men and other riders best qualified to judge of values are now riders of Columbias.

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BOSTON, 31 JANUARY, 1890.

Volume XX.
Number 14.

THE PROOF! THE PROOF!

This is the demand that always meets a man who makes a claim. He says he has, or does, or makes or can make, a certain thing, and at once, if it is a matter of any moment, there comes the demand for more than his bare statement—and surely this is but just. Right thinking and well disposed people everywhere desire the success and survival of that which is true and of genuine worth. Correspondingly they desire the unmasking and discomfiture of that which is false and calculated to deceive. Proofs they must have, and the man who is not willing to stand or fall by the performances of his product, acknowledges his own lack of confidence in it, and certainly cannot expect the confidence of others.

We make Victor bicycles. We believe they are better than any others. Prove or disprove this to your satisfaction by careful tests in actual use, and we will abide by your decision.

Illustrated Catalogue Free.

OVERMAN WHEEL CO.,

—MAKERS OF—

VICTOR BICYCLES,

BOSTON, WASHINGTON.

Office and Factory, CHICOPEE FALLS, MASS.

"WHAT KIND OF BEARINGS DO YOU USE?"

Is often asked us, and we propose now for the first time to treat of the subject in print. We use what we have a right to suppose is the most desirable form of bearing known, and the number of persons wise and otherwise who think as we do is not so small as many bicyclers might at first assume. It had come to be quite a popular belief that ball bearings were the only thing for a high-grade bicycle. Indeed this feeling has been so common that the mention of any other kind would be regarded by the average wheelman as heresy, and an advocate of parallel bearings has been looked upon as a deluded ignoramus. We do not intend to make disparaging remarks about other manufacturers or their product, for, as a rule, such a course is neither manly nor necessary. The conditions are such, however, that on two points we think it proper to touch, and this seems all the more excusable when we realize that most other bicycle makers consider us as being in such a hopeless minority, that they can have no serious objection. One of the questions most frequently asked us is, "Why do you not use ball bearings?" We reply that it is because we do not consider them the best. And let us say right here that no man's opinion on such matters is worth the breath that it takes to utter it, unless he can furnish the collateral. So when a rider asks these questions at short range, we tell him to take a hickory bicycle and try it. If he should think it ran harder than others, what could we say to him? Nothing! If, as is usually the case, he should find that it ran with as little or less power than other machines of the same gear, then it would be in order for us to tell him why a parallel bearing is our choice. The average schoolboy and his grandfather proceed alike to investigate the merits of a bicycle. If the pedal spins freely the question is in a fair way to be settled, even though the frame and wheels were made of corruption. A ball bearing is by all odds the best to exhibit to the non-mechanical buyer, and if we wanted pedals to spin round and play with, we would take no other.

Ball bearings were known for many years, and have been *very generally* known for about a quarter of a century. Extensive experiments have been made with them. Men quite competent have made and inserted ball bearings in various kinds of machinery. Scientific men have made careful tests, and when the mean temperature and atmospheric conditions were normal, it was found that the coeficient of friction was equal to the square of the diameter of the balls, multiplied by the time the professor was paid for. If he had let x equal the number of times these bearings have been tried by practical men, in machinery, and subtracted the whole number of experiments, from those that didn't pan out, the result would show that one swallow doesn't make a summer. "But I have had a bicycle with parallel bearings, and it didn't give as good satisfaction as do those with ball bearings." This remark has often escaped from very worthy lips, and the truth of it cannot be denied. But the *breadth* of it is only equalled by its *thickness*. Hash properly cooked is one of the most nutritious and palatable dishes, and ought to be put on the free list, and yet who has not at some time eaten (or tried to) hash that had the flavor of the tomb? In order to make *good* hash the cook should be able to tell, at a glance, the difference between codfish and liver. We must not be held responsible for any parallel bearing you may have seen, nor for any wooden wheels that have formerly been made, or for any of either that others *may* make in the future. The *mechanical* skill required to build any bicycle on the market is very little compared with many other kinds of work, and a first-class ball bearing can be made for less money than can the parallel bearing which we are putting into our 1890 hickory safety. The exact construction will be shown shortly by engravings, but this is the general idea: The axles and crank shaft are of crucible steel hardened, and afterward ground on centres lapped and polished. The bearings are of phosphor bronze and untempered steel. Important as is this question of material and finish, it is not more so than that of design. Provisions are made for conducting and retaining the oil where it will be useful; also for excluding dirt. These bearings, axles, and all other parts of the machine are made interchangeable. This of course is sometimes an advantage to the buyer, but it is not generally known that it is of infinitely greater importance to the manufacturer, as any work of this sort can be built in large quantities much cheaper by making everything in duplicate and assembling but once, when all parts are entirely finished. It is not even bordering on egotism to say that we are quite capable of making ball bearings or wire wheels fully equal to those now in the market, and could undoubtedly make more money for the present by doing so. And this is a good place to put in a small historical fact. The writer made some experiments with wire suspension wheels *before there was a bicycle manufactory in the United States*, and they were *entirely* instead of *partially* unsuccessful, for want of rubber tire, as it is a suggestive fact that no metal wheel *without* rubber can stand the jar of a hard road.

If all the experts who could stand between politics and civil service reform should tell you that a certain kind of bearing was best you would still want to try it, i. e., you would if you are the kind of a man we like to do business with.

It is a common belief among that class of people who have heard that a little learning is a dangerous thing and so have kept on the safe side, that the only reason why ball bearings and wire wheels are not generally used in vehicles is on account of the supposed expense of them. We have a letter from Robert Bonner who has spent more money on speedy horses than any other man, in which he says that he knows of no instance of the successful use of either suspension wheels or ball bearings in racing wagons or sulkys, and these things have been repetedly tried. Dear reader, how long do you suppose it would take to sell, even at a hundred times its cost, a sulky which by either its lightness or easy running would enable a horse to trot one-fourth of a second faster? Ask any driver of fast horses (or bicycle builder for that matter) if he would care to risk his life on the corners of a one-half mile track at a 2.10 gait with any other than hickory wheels. For such purposes the *other* kind have been weighed in the balance and found wanting? Oh no! quite the reverse. We shall have more to say on the subject of bearing soon, meanwhile crack this cocoanut and see if you find any milk in it. The locomotives of the U. S. burned last year one hundred and fifty million dollars worth of coal in overcoming the kind of friction that they (bicycle men) tell us isn't there with ball bearings. Every locomotive, car, steamboat, mill, factory, vehicle, timepiece, from the finest chronometer to the most powerful and ponderous machinery in the world *every thing* goes on parallel bearings. Why is this? If "the steam that turns with tireless arm the countless wheels of toil" could be relieved by as much as the supposed difference in favor of ball bearings the saving in coal would soon pay the national debt. Why isn't it done? Is twenty years too short a time for the adoption by Americans of anything so important? Are the eight hundred master mechanics who look after the physical well being of the one hundred and sixty thousand miles of American railway incapable of knowing a good thing when they see it? Are the officers and stockholders who own the *nine thousand million* dollars worth of railroads all blind to the terrible waste of coal occasioned by running parallel bearings? Why do the nine thousand four hundred carriage makers of this country still cling so tenaciously to hickory wheels? Why isn't the trotting record reduced by using sulkys with ball bearings?

Why are the pendulum rods of many of the best clocks made of wood? Why is hickory the *only* material that will stand for the shuttle throwing levers (picker sticks) in the millions of looms that weave the world's cloth? Why is it that ball bearings have been used up in a *week* in machinery where parallel bearings have lasted for *years*? Why is it that the 1890 Hickory Safety runs more easily, weighs less, and will stand more grief and make less noise than any other? Sealed answers to these questions will be received up to noon, Jan. 1st, *1930*, by

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Holmes' Thigh Stocking.



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Double heel and toe.



KNEE PANTS.

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FULL PANTS.

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Heavy Rib.

Improved double seat, strap & pocket.



No. 884. Heavy Rib.





3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.

3—1. Black, navy, grey mixed, stocking, $1.25.

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177 Middle St, Portland, Me.

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DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
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12 Pearl Street,
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League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 31 JANUARY, 1890.

CHIEF CONSUL EMERY prints, in the official columns this week, a synopsis of the proposed bill which will be presented in due form to the Massachusetts State Legislature this session. By reading the synopsis, a very good idea of the scope and plan of the bill can be obtained.

ELSEWHERE will be found a brief report of the meeting of the Pennsylvania State Board of Agriculture, at Harrisburg, to discuss the vital question of roads improvements. On the whole the meeting cannot but prove of the greatest value and aid to the cause, and there is no doubt but that a bill will be drawn up and presented at the next State Legislature. Ex-Assemblyman Brosins distinguished himself by being the only "objector" to object to "building roads for fancy teams and bicyclists." The other few "objectors" were more practical, and simply opposed the scheme on the ground of expense and increased taxes.

The League was there in the persons of Mr. George A. Perkins, of Boston, and Chief Consul Boyle, of Pennsylvania.

OUR most worthy and esteemed friend, *Bicycling News*, is getting uneasy over the way our Racing Board has been re-instating certain professionals. The *News* warns the Union that it should scan American amateurs pretty closely before it permits the English amateurs to compete with any stray American who may have the taint of re-instatement hanging about his garments. We should not be surprised to hear that the League Racing Board had been appealed to on this matter officially, by the English body. In the meantime our cousins over the water need not be over anxious in the fear of being contaminated. We have not that abiding faith in the spotless purity of certain so-called English amateurs that we might have, were we more guileless and full of trustful confidence.

LAST week we expressed regret that the Racing Board had not suggested a plan of "ways and means" to bring about the organization of the different districts, and a method for assessments to be levied on the different Divisions composing said districts.

In the absence of such suggestions we would respectfully submit that the first thing in order is for the Divisions to call a meeting, and either ratify or reject the action of the Board so far as the assignment of said Division to the district is concerned. The ratification would mean the right to send Representatives to compete in the district championships, and in case of the success of its Representative or Representatives the right to send him or them, at the district's expense, to the national meet.

We, however, doubt if an L. A. W. member, from a Division which failed to ratify the Board's scheme, could be barred from the championships, should he wish personally to go on and compete at the meetings at his own expense.

In regard to the method of assessing Divisions, we would suggest that each Division which ratifies the scheme be assessed according to membership. For example: District No. 1 comprises in round numbers, say, some 8000 members. The expenses of the Representatives to the national meet would be, say, $300; this would be equal to 3 3-4 cents per capita.

At this rate Massachusetts, at the present time, would be assessed about $61, while Maine would escape with an assessment of some $6. New York would have to pony up at the rate of $80.28.

The above facts and figures are sufficient to show the working of the scheme, but of course it is entirely a question to be decided by each Division, whether they wish to come into the combination or not.

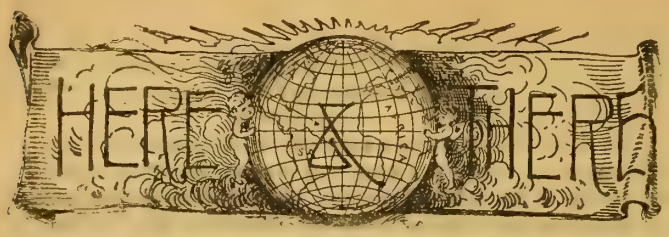
A WARNING. Our attention has recently been called to the fact that certain foreign makers of bicycles, *who have no representatives in this country*, have been sending circulars broadcast over the United States, offering their machines at prices which in cheapness may prove an attraction to some of the many dealers who may be anxious to make a supposed close deal. To such we would say, go slow, satisfy yourself absolutely as to what you are getting, in materials, fittings, etc. This very mild word to the wise may be sufficient.

IN an article headed "The Anti-athletic Club Movement" our correspondent, "Alert," "goes for" the rules lately adopted by the Racing Board, in the matter of athletic clubs and their relations to cycle racing.

THE Governor of Rhode Island gives considerable space in his message to the subject of roads improvements. After speaking of the advances made in other States, the Governor says:

"I need hardly call your attention to the evils and inadequacy of our present laws, which, while providing a penalty to be imposed on any town that does not keep its roads in good repair, permit the development in the towns of such evils as the 'working out' of road taxes, under which arrangements experience has demonstrated the results to be bad enough to incur penalties, if the law were enforced. I believe a uniform 'road law' that would correct evils that have been developed in many towns would be of the greatest benefit to the respective towns and to the individual citizens thereof, as well as to the State and citizens at large. Where the roads are in good condition real estate appreciates in value, and the personal convenience of the citizens is immeasurably enhanced. Even in the sparsely settled districts the wear and tear on the farmer's stock and cart is a greater expense to him than would be any tax for the maintenance of a good road, once the road was made good. * * *

To keep well-built roads in good repair, under intelligent supervision and single authority, is not costly; a poor road is costly under all circumstances."



BOSTON NOTES.

"TONEY."

THOSE wheelmen who attended the smoker of the Newton and Somerville clubs, would perhaps peruse the history of the Newton club, and that of its captain, with a great deal more interest at this time than at any other, and believing such to be the case, I beg to introduce to them Captain Frank S. Wilson, who at the last annual meeting of the organization was elected its Captain. The gentleman was born in New Hampshire (but what particular part he failed to inform me) in December 1867, and attended the public schools of his native place. His parents removed to Boston when he was quite young, and upon reaching a more mature age he attended the Massachusetts Institute of Technology. While attending this institution he was imbued with a desire to try his trick at the wheel, and he first mounted an ordinary, and took his first header some six years ago. Yes, gentlemen, he took a header, and has been taking them ever since, and it is said that it was on this account, coupled with the fact that he is a first-class rider that his fellows of the Newton Club elected him to the responsible position of Captain, a position he has most acceptably filled, and is likely to occupy another year. The only racing he ever did was in 1883, when he won the first prize in the Boston Bicycle Club hare and hound race. Capt. Wilson answers the question, "Do you hold a road or track record?" with this well worn expression, "Well hardly." He seems to be greatly surprised at my asking him such a question. The "electrical gentleman," for be it known he is an electrician in the employ of a well-known electric light company, commands some fifty odd inhabitants of the "Garden City," notably among them being George M. Hendee, E. P. Burnham, W. W Stall, H. K. Corey, H. M. Sabin, Abbot Bassett, G. L. Hastings and Councilman Hall. The Newton club is like the Massachusetts Club in the respect that it has no club rooms and holds its regular monthly meetings at some hotel, and the consequence is that the meetings are always well attended.

THE Charlestown Rovers realized a handsome profit out of their annual party, and if they do as well with their annual minstrel show the club all probably declare another annual dividend. It is not generally known that this club is probably the only one in existence that has ever declared a dividend. Last year it paid a dividend of a few dollars to each of its members.

FOR the past month cyclists have forsaken their beloved wheels and turned their attention to the members of the gentler sex, in such a manner as to demonstrate that they are by no means amateurs in dealing with the charming girls. The past month was one continuous round of festivities, and it was appropriately brought to a close by the holding of the annual party of the Roxbury Bicycle Club in Orienta Hall last Tuesday evening. Need I mention the names of the many crank wheelmen and pretty damsels that gathered to make the occasion one that will be long remembered by the participants? Sufficient it is to say that the affair was a prodigious success.

THE festive month of February will be opened by the holding of the Cambridgeport Bicycle Club's annual masquerade party in Cambridgeport on Monday evening of next week. Several members of the Charlestown club will attend, and it is stated on good authority that they will be disguised as Totman's favorites.

THE gallant lady riders are now going to have a chance to congregate and exchange reminiscences of the road, amid all the hilarious concomitants of good ladyship. The success of the last smoker held at Stall's was so pronouncedly beneficial in establishing a firmer fraternity among wheelmen that the committee on the North Shore Touring Party immediately decided to hold, if not exactly a smoker, an entertainment to which all the lady riders of the State will be invited. The event is to be held on the evening of the 25th of February, and no gentlemen will be invited, excepting by the ladies receiving invitations, so that leaves the poor girlless wheelman out in the cold. What a time it will be, and what a treat the participants will have listening to the stories that will probably be recited by the Kirkwood sisters and Miss Beers, not to mention Abbot Bassett's lady contingent. The female members of the Rhode Island Wheelmen will be invited to attend the ceremony, and everything will be done by the projectors of the scheme to make the ladies comfortable and happy.

SEVERAL well-known cyclists have recently been admitted to membership in the Boston Athletic Club, and the wheelmen may expect to see that association represented by a road racing team before long.

CHICAGO.

"THE STROLLER."

I SEE that Van Wagoner is not satisfied with his defeat at Peoria last fall, and is out with an open challenge for a 100-mile road race in the spring, on mutual ground. I think "Van" can be accommodated, and understand that Barrett and Spooner have written on, accepting the challenge and naming Crawfordsville as the place. Also that Terry Andrae and Bert Myers are also perfectly willing to accept "Van's" challenge.

WINSHIP says that he will not make a match race with anyone; that Bert Myers may be a better man than he is, and he may not be. And if he should do any racing this year, he would do his best to win any race he started in, but has neither the time nor desire to train for and ride a match race with anyone.

THE *Referee* now has a puzzle department, presided over by "E. Southerland Southside." The general opinion seems to be that "Southside" is long on verbiage but short on sense, and I have yet to see the reader that has waded through one of his alleged communications who could tell what "Southside" was driving at, or what ailed the poor fellow.

THE Americus, nee Ashland, Cycling Club had quite a receptio and banquet at their club house last week. At their recent election C. W. Patterson was elected President, W. D. Deisen Vice President, H. M. Kimball Secrteary, W. D. Castro Treasurer, and Fred Gerlack Captain.

QUITE a number of well-known wheelmen have become benedicts this season, and Harry Niles and Dick Forrest are now receiving the congratulations of their club mates, their respective engagements having been publicly announced.

THE *Referee* says the "Stroller" is no more, and rejoices greatly thereat. The *Referee* has ushered many correspondents into life only to have them die after an exceedingly brief existence, but the "Stroller" still lives, friend Miles; he is not of their ilk.

EHLERT, it is said, will be again seen on the racing path this season, and if he develops as good form as of yore there will be a nice little triangular fight, between Windle, Lumsden and himself, as to who is best man.

THE Englewoods had another very enjoyable reception at their club room Tuesday evening last.

A LOCAL correspondent here says the Eastern racers need a pacemaker like Winship, and in the very next breath says Van Wagoner has lots of pace. What more does the East need, then, in this line?

THE Illinois Club ball, at Martine's, on the 24th inst., was a brilliant social success, eclipsing, if it were possible, all former efforts by that club in this direction.

AT the time the Kenwoods were admitted into the ranks of the Chicagos, Langworthy made a determined fight to have the South Side Tricycle Club admitted on the same terms, and was finally successful, but the tricycle club members do not seem to have been consulted by Mr. Langworthy as to whether they desired to come in or not, and are denying that they are members of the three Cs, or that they want to be. The laugh is on friend Langworthy this time, and keeps him busy explaining his supposed assumption of authority in this matter.

PORKOPOLIS NOTES.

"STAR."

CINCINNATI will probably have two new bicycle tracks this year; one in the new grounds of the gymnasium on the river bank somewhere in the East End, and the other in the Cincinnati Base Ball Park. It is argued by those who favor the latter location, that in order to reach the gymnasium grounds one is compelled to ride over several miles of slippery and treacherous granite, whilst in going via Ninth, Harriet and Dalton avenue the Ball Park may be reached without riding on granite. The Ball Park is passed by five lines of street cars, which would make it easy of access by the non-cycling public—quite a desideratum at race meets.

THE C. B. C. gave the second of their series of social entertainments on the evening of the 25th inst. The entertainment consisted of smoke, recitations, music on the piano, guitar, banio,

ocarina and larynx, and refreshments of various kinds. The club house was actually full. The guests, who were numerous, evidently enjoyed themselves. These events are very potent factors in dissipating the unaccountable prejudice against the club that has existed in the minds of some outsiders. They show that the club believes in having a good time in a quiet way.

CHAS. F. COSSUM, of the National Rights and Privileges Committee, visited "Porkopolis" on the 22d inst., and held a consultation with the officers of the Ohio Division, in regard to the proposed road legislation. He left in the evening for Columbus, to interview the Governor and members of the Legislature. It is believed that no attempt will be made to introduce a road bill into our Legislature this winter.

THE editorial in Cincinnati *Commercial Gazette*, referred to in the WORLD of the 17th inst., was only one of several that have appeared at intervals. This last one was replied to, but the reply found an early grave in the editor's waste basket. Another reply is being prepared, however, and a personal visit will be made to the editor by Chief Consul High, and if the editor survives, the reply will probably appear in print. These editorials show what the League has to contend with in Ohio.

A MAN living in Boone County, Ky., had almost closed a contract with a Covington dealer for $800 worth of lumber, when he discovered that owing to the impassable condition of the road between Covington and Ludlow he would be obliged to cross the bridge to Cincinnati and then take the ferry to Ludlow. He therefore bought his lumber in Cincinnati, and the Covington dealer is now a strong advocate of improvement of highways.

THE farmers in the vicinity of Independence, Ky., thirteen miles South of Cincinnati, have been holding meetings and endeavoring to get an appropriation with which to macadamize several of the mud roads in that vicinity. If the Kentucky Division would circulate a few pamphlets in that section they might help the good work.

THE people of Covington are endeavoring to get the Legislature to authorize them to issue bonds to the amount of $150 000, the proceeds of which to be used in laying granite and asphalt pavements. They are also trying to get the Legislature to cut down the tolls on the bridges across the Ohio.

THE poultry and game dealers in this city claim that the scarcity and high price of turkeys during the holidays was due to the bad condition of the roads which prevented the farmers from getting their birds to the railroad stations.

THE Cincinnati Board of Public Affairs are after the street sprinklers, and have notified the Superintendent of the Water Works to withhold all permits for sprinkling the asphalt streets till further notice.

HARRISBURG, PA.

"CYC."

THE most important matter claiming the attention of wheelmen of this and other States near us, is the road improvement question, and it will continue to be such until the sittings of the various Legislatures. Pennsylvania's Board of Agriculture convened here January 21–23, and as Thursday, the 23d, was the day set apart for the question of road improvement, it saw George A Perkins, of Boston, Mass., and Chief Consul Boyle, of this State, here in the interest of the L. A. W. If such bill is not kindly received by our Legislature, it will not be because wheelmen were not represented and heard from; Perkins being the orator, and Boyle working quietly among such prominent members as he was acquainted with, and both gentlemen made favorable impressions. We are indeed lucky to have the Chairman of the Board, His Excellency, Governor Beaver, in sympathy with us and heartily in favor of better roads, and when Perkins in his address referred to him as our friend and fellow-worker in the cause, the few wheelmen present cheered heartily. As the discussion of the question was divided, that of "The Road Laws" taking up the morning, and "How to Build Them" in the afternoon, Perkins could but speak only of the question in general. His remarks were to the point, and all our readers will doubtless find them in this week's issue.

THAT address seemed to waken up some of the Board, and one farmer in particular, whom I heard telling his fellow member a little story running something like this: "My son is a wheelman. Once he fixed up a sort of a cycle made out of a buggy wheel, and after he got to riding it he wanted me to try it. The road to the barn was rough as blazes and I didn't like to do it, but seeing Jake go so well, I told him I didn't mind trying it, so I got on and he pushed me off. If it hadn't been for a rut I'd got to the house all right, but bang—, I went down on my head and I was laid up. After this I gave orders that Jake should fix up that road, and you ought to see me now, I can go her smoothly. These bicycle men are right, and I want to see them win." I could not help but congratulate him, and wished all the other grangers had sons that were wheelmen.

OWING to the late delivery of the telegram from President Luscomb, stating that Perkins would be with us on Wednesday evening, the committee could do ought but have a smoker, and even then it was found that Perkins did not indulge in the weed, yet was highly pleased at the humble reception accorded him. During the evening all the members of the club dropped in, and the hearty welcoming the boys gave him, showed that we are indeed glad to do our our part toward the further advancement of the important question of his mission. He is indeed a jolly wheelman, and we hope to have him with us again.

WHEN the Atlantic Express of Saturday arrived at the station, and Nellie Bly had responded to the request of the mighty crowd and appeared at the car door, she was presented with a handsome floral design, the gift of the wheel club. When it was learned that we were the only wheelmen on the route that thus honored her, and especially since she is a cyclist, the boys were unusually glad, and are complimented by their friends.

PROVIDENCE NOTES.

"ELNOD."

I SEE by your issue of last week that another correspondent has materialized from this hamlet, and it is at present troubling the boys to know who "Oneonum" is. However, it seems evident to me that "it" is either one of the gentler sex or a great admirer of the same, and as I have failed up to the present time to discover the owner of that nom de plume, I wish to thank "Oneonum," through your paper, for the compliment I received in last week's paper, and at the same time to apologize for not remembering the ladies when sending in my notes.

OF late there has been considerable talk among the lady riders of this city about forming a club, and running it in connection with the Rhode Island Wheelmen. A meeting was held for that purpose last Tuesday evening, and "Oneonum" will doubtless inform you in regard to same, and if not I will.

LAST Saturday noon as "The Judge" (Providence correspondent to the *Wheel*) was quietly smoking a Perk's Grabeola at Campbell's Bicycle Agency, he was suddenly taken with a fit, which was thought to be serious, but Dr. Lakey, who happened to be there at the time, with the assistance of Professor Campbell and Toe-clip Rankin, soon had him on his feet again, feeling pretty well shaken up and with the loss of his cherub and two suspender buttons.

IN "Toney's" notes of last week, while speaking of the New Bedford Cycle Club, there is one name he did not mention, and that one is Willis L. Hathaway, or as he is more commonly known, "Shorty." I formed his acquaintance at the Buffalo tournament, and I must say it has been of the most pleasant character since. "Shorty" takes great interest in race meets, and is always present if his business allows him. He was at the Hartford tournament last fall, and many will probably remember him as the "little sawed off" that gave the exhibition of high kicking. He is well known among the boys here.

CHICAGO NOTES.

"ALERT."

MUNGER has left us! No longer will the light of his countenance be as a beacon light to the wayward; no longer will he employ counsel to set aside his expulsion from the Illinois Cycling Club. "'Tis an ill wind that blows nobody good," and what is our loss is Kansas City's gain.

MUNGER has left us! O, how can I *Barrett?*
This *Roe* is a hard one to hoe or to ride.
Please lead off the *Van*. The expense, I'll *Share* it,
And carefully pluck a few *Thornes* from my side.

C. C. C.

THE Chicago Cycling Club celebrates the opening of its club house and their union with the Kenwoods, by what promises to be the red letter day of their existence. Rosalie Hall has been engaged and is to be connected with the club house by a covered way.

THE Illinois Club held another of their enjoyable balls at Martine's Hall, on Friday evening, January 24. These parties are always well attended, and it is seen to that every stranger within their gates are not given a stone when they ask for bread, or a poor dancer when they ask for a good one. Unfortunately, very few of the other clubs, though always invited, attend these dances, and it is their own loss.

I UNDERSTAND that quite a party of the Illinois will attend the

Chicago Club's reception on the 30th, and I sincerely hope that a like number will reciprocate by attending the Illinois gala days or nights.

A few days ago I had occasion to insert an advertisement in several cycling journals, and the *Referee* was among the fortunate number. When I called at the editorial rooms of this enterprising organ of Western supremacy, I found our friend Miles leaning on his desk with his face buried in his hands, as if weeping for some dear friend who had gone to join the McGinty recruit. I inquired if he had been unfortunate in that direction and received the reply that he had not. The natural inference was that La Grippe had him in its awful clutches, but he assured me that I was again mistaken, and added that if I would be seated he would endeavor to explain his troubles. I drew up a chair, and the editor began to unfold his tale of woe. He has upon his list of contributors, a young man who forms the southern extremity of the triangle, who has inflicted upon the readers of the *Referee* such effusions as to cause many subscribers to threaten discontinuance. He has posed as poet, critic, artist, scholar, philosopher, gentleman, kindergarten representative and imbecile, all of which seem to be combined and noticeable to a marked degree in this wonderful *nom de plume* writer, "E. Southerland Southside." Miles was trying to think of some scheme to bounce the would-be disseminator of news without hurting anyone's feelings. After an hour of joint debate, we were no nearer a conclusion than before. I handed him the ad., paid him for one insertion and walked out.

NEW JERSEY NOTES.

"NITRAM."

Mr. Stewart V. Winslow, the crack 100-yard runner of the Rutherford Wheelmen, who has a record of 10 2-5 seconds for that distance, started for Willows, California (about eight miles from San Francisco), on Monday, January 20th, where he expects to remain for about a year. He carries with him a letter of introduction from Secretary Sullivan, of the A. A. U., to the Olympic A. C., of San Francisco.

For several years past, weather and roads permitting, the Owl Bicycle Club, of Bordentown, have had a run on the night of December 31st, to watch the owl year out and the new year in. This year the run was participated in by thirteen of the members. The start was made about 11.30 P. M., and continued until the wee hours of morning, when the hungry riders sat down to a "spread," which they all did ample justice to.

The Trenton Wheelmen had quite a delegation at the inaugural ball, which was held in honor of His Excellency, Governor Leon Abbett, on the evening of January 21st. Perhaps those who reported at the club headquarters on that evening had quite as festive a time. The club orchestra furnished music for an impromptu quadrille, into which several new, novel and amusing "figures" were introduced. The dance was followed by a "cake walk," in which all the boys took part. Ex-President Sutphen, the chaperone of the club, acted in the capacity of judge on this occasion, and said that Treasurer Coward "took the cake." Not only his shape and style, but the "razor" he carried, probably had something to do with this decision. The evening's entertainment was concluded by some great acrobatic feats by Messrs. Hewett and Wright.

On Wednesday evening, January 22, the Elizabeth Wheelmen held the first of a series of club socials, to be held by them this winter in their club house. The evening was very pleasantly spent, being almost entirely devoted to dancing. The next one will be held on Wednesday evening, February 12th.

At a special meeting of the Plainfield Bicycle Club, held on Saturday evening, January 25th, the committees having charge of the various booths for the fair made reports as to how they were progressing. As the prospects for a huge fair are very apparent, it was decided to open one day earlier. The dates are February 20, 21 and 22. A committee consisting of Messrs. Townsend Rushmore, A. L. C. Marsh and Frank L. C. Martin was appointed to co-operate with the committee appointed by the Chief Consul to formulate plans for the Division meet.

There is much in store for the lovers of cycling in this State. As I mentioned in last week's issue, the meet to be held by this Division on Friday and Saturday, May 30th and 31st, will be in Plainfield. The roads in and about this city are excellent, and are rapidly being extended. Union County, in which this city is situated, has taken the initiative in the improvements of its roads under the County Road Bill that recently passed the State Legislature; $150,000 has been appropriated for road improvements. The work is well under way, and is being pushed rapidly. When finished New Jersey can well boast of having a wheelmen's paradise. The roads now building will unite Plainfield, Westfield, Springfield, Morristown, the Oranges, Newark, Elizabeth and Rahway.

In the New York *Herald* of Sunday, January 26th, appeared a picture of the club house, wheel room and parlor of the Plainfield Bicycle Club, with a sketch of the club's history, from its organization in 1880.

"Ki-Yippy, Ki-Yippy, Ki-Yippy, Ki-Yi, Hudson County, here we are; who, ah, who, ah, ha! ha! ha!" was all that could be heard about the Court House alleys, on Jersey City Heights, on Friday evening, January 24th, when the Hudson County boys defeated the Kings County Wheelmen at a match game, in the Wheelmen's Bowling League, by 40 pins. This victory places them in the lead. The scores to date are: Hudson County Wheelmen, games won, 4; lost, 2; to play, 4. Atalanta Wheelmen, won, 3; lost, 2; to play, 5. Brooklyn Bicycle Club, won, 3; lost, 3; to play, 4. Citizens Bicycle Club, won, 0; lost, 5; to play, 5. Kings County Wheelmen, won, 3; lost, 2; to play, 5. New York Bicycle Club, won, 3; lost, 2; to play, 5.

NEW HAVEN.

"ELM CITY."

Friday evening, January 24th, 1890, the New Haven Bicycle Club celebrated its tenth anniversary by a banquet at Loomis' Temple of Music, on Center street. There were fifty present including several invited guests, among whom were D. J. Post, Chief Consul Connecticut Division L. A. W.; Dr. W. H. Emery, Chief Consul Massachusetts Division L. A. W.; Mr. Wm. M. Frisbie, of New York, an ex-President of the Club; and ex-Mayor H. G. Lewis, also an ex-President of the club, and Mr. Belden. Letters of regret were read from several invited guests, who could not be present. The feast of reason was commenced by our President, Mr. Frank Thompson, who responded to the toast, "The New Haven Bi. Club." He reviewed the history of the club from its formation to the present day, and alluded to many occurrences of interest. Dr. W. H. Emery, of Boston, responded to the toast of "Road Improvement," which he handled in his thorough and forcible manner. He is the best speaker on cycling and kindred topics I ever heard. Long live the coming L. A. W. Vice President! Chief Consul David J. Post responded to the toast, "The L. A. W.," and made some very interesting remarks. Mr. E. J. Perkins, in response to "The Members of 1889," read some very apt hits on individual members. The article was written in pleasing style, and Mr. Perkins deserves much praise for his addition to the evening's entertainment. Mr. W. M. Frisbie responded to "The Past Members," and called to our minds many men prominent in wheeling and other circles, who had been connected with our club at one time or another.

"Nostaw," of Bridgeport, is not well posted on polo matters, if he thinks the New Haven team is playing in hard luck. On the contrary, there is no "luck" about their playing, but they are playing a very skillful game of polo, as the Meriden and Bridgeport teams can testify to. "Nostaw's" list of the position of the teams is altogether wrong, and if he cannot report the games correctly he had better not report at all. The New Haven team defeated the Bridgeport Club team in Bridgeport, Wednesday evening, January 22, 2 to 1. When time was called the game was a tie, and had to be played off, which the New Havens won. Thursday evening, January 23, the Ramblers went to Meriden to play the Meriden team, but the Meridens protested two of their players. The game was forfeited to the Meridens, and the Ramblers had to pay the Meriden Club $5, and also pay their own expenses. The positions of the teams to date is: New Haven, games won, 2; games lost, 1. Bridgeport, won, 2; lost, 1. Meriden, won, 1; lost, 2. Ramblers, won, 1; lost, 2.

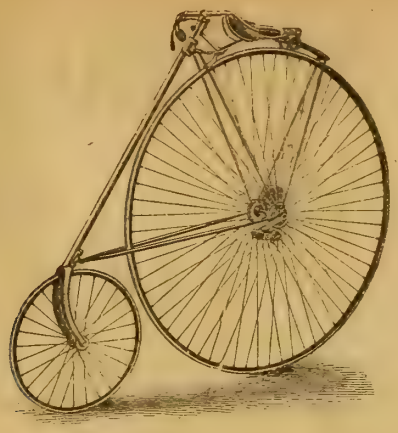
KENTUCKY NOTES.

"TOPAZ."

C. C. A. J. Lamb has just sent out the nomination blanks for Representative and Vice Consul. The candidates are A. D. Ruff, of Richmond, who by the way is only sixty-four years old, a member of the Ruff Wheelmen, and quite a worker in his section of the State. No doubt he would make a fine Representative. Dr. C. G. Lucas, of Louisville, is the candidate for Vice Consul; as he has had considerable experience in wheeling matters, he will make a good officer.

The indications are that the ladies will take the cycling fever this coming summer. Several of the agents have ordered ladies' wheels, and the prospect is very good.

The father of one of the members of the L. C. C. proposed building an addition to our palatial club house, and having a gymnasium, pool and billiard hall in it. The idea seems to take very well with the club members, and if we can possibly have it we will.



What Wheel Are You Going

TO RIDE THIS SEASON?

DO YOU WANT A SAFETY?

If so, what machine is there that is safer than the "Eagle?" during all last season we did not hear of a single case where a rider was in any way injured while riding an Eagle machine.

DO YOU WANT AN ORDINARY?

If so, why? The "Eagle" was proved fully as fast, if not faster, in all races, either on track or road, and it will climb hills better.

Is it that you have become attached to the headers and cannot get on without them? If that is so we are unable to help you, for we cannot offer them as an inducement with the "Eagle."

If you want a good staunch machine that will stay by you, one that is both swift and safe, BUY AN "EAGLE."

You may also be able to get the agency for your town if you do not wait until it is too late.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

Our Samples for 1890 Have Arrived,

AND CATALOGUE WILL SOON FOLLOW.

Get Your Name on the Mailing List and

See the Many Improvements Before Purchasing.

THE COVENTRY MACHINISTS' CO., Limited,

BOSTON.

The American Light Rambler



It's to be seen at our

Boston Store.

You remember the address,

178 Columbus Ave.

Make us a call. We will treat you well, and give you the while a pointer or two on the most important Cycling improvement of the day — our thoroughly tested

SPRING FRAME,

which is found only in members of the Rambler Family.

We are mailing the 1890 Catalogue. Send for it.

GORMULLY & JEFFERY MFG. CO., - CHICAGO AND BOSTON.

THAT picture of Devenny's is a long time coming, is the general remark of the members.

THE L. C. C. held its annual election at the club house at one of its last meetings. Dr. H. B. Tileston was re-elected by unanimous vote President. Mr. A. J. Lamb was re-elected Captain. Captain Lamb is one of the best men for Captain that the club will ever have, and is a good wheelman. The boys ought to be proud of him, even if he is a sheep.

PENNSYLVANIA.

"ARIEL."

LAST Monday night the South Broad Street Theatre was well filled in the front rows by well-known members of the South End Wheelmen who were there to welcome Miss Florence St. John and her fellows of the London Gaiety Company. The club colors, blue and white, were worn by the actors and actresses, and many cycling hits were sandwiched in the new "Faust." Charles Danby presented Captain C. A. Dimon with a pewter medal for having ridden 205 miles *without a dismount*.

L. A. CLARKE, of New York, was here last week, and incidentally remarked that *two hundred and fifty* would be the number of those riders who participated in the next New York—Philadelphia Century Run.

THE Road Book Committee held its final meeting last Monday night, and after voting away a large slice of the Division's bank balance adjourned *sine die*—and thank the Lord! Maryland takes 600 copies for her members, and Delaware takes them for hers, while New Jersey thinks she can get one up cheaper and will try it. By the time they are through with the contract they will be sadder and wiser men. It happens that I know something of the cost of this work, and if they can begin to produce a book one half the size at anything like the figure at which it was off red them by this Division, then they can do more than Pennsylvania, with the experience of her five editions.

CENTURY'S athletic entertainment last Thursday night was a big thing. The usual happy combination or sparring, fencing, wrestling, with smoke *ad lib.* filled up a very pleasant evening. Pennsylvania promises an extensive affair on the 13th of February.

THE Associated Cycling Clubs will make an effort to have the Division Meet held in this city during the coming season, and at their meeting last week instructed the delegates to ascertain the views of each of their clubs on the subject. The following gentlemen were elected as officers of the Association for the ensuing year: President, W. R. Tucker, Philadelphia Club; Vice President, P. S. Collins, Century Wheelmen; Secretary-Treasurer, J. R. L. Edwards, South End. H. Crowther takes the place of W. D. Supplee, from Pennsylvania Club; W. Van Dewsen that of Geo. D Gideon, Tioga; and F. B. Wood that of J. A. Scott, Mt. Vernon Wheelmen. The A. C. C. voted to appropriate a sufficient sum to mail to each Councilman a copy of Col. Pope's "Roads and Road Making," and "City Streets."—How does that strike you?

CHIEF CONSUL BOYLE spent Wednesday and Thursday in Harrisburg attending the meeting of the State Commission on Roads, which was addressed by Governor Beaver, Wm. H. Rhown of this city, whose name is identified with the movement in favor of good roads, and others. This State is awaking from the lethargy in which she has so long lain and is beginning to exhibit a degree of interest commensurate with the importance of the subject.

SYRACUSE.

"SALINA."

PREVIOUS to the banquet, account of which appears on another page, the Syracuse Cycling Club, held its annual meeting, and it was the most important in the history of the club. After reports were read by the retiring officers, showing great progress in the past year, officers for 1890 were elected. Then came the mightiest movement of the club. It was decided to have a club house. "Club House" Harris and the other members of his committee were ordered to lease the house, 311 Montgomery street, for a term of years from May 1st. The place is centrally located, accessible by good roads, and a fine appearing house. As a starter toward the furnishing fund $730 were raised before the members dispersed. They will now have quarters where they can receive visitors as they should be received. The club house is three stories in height, with a basement for wheels, bath room and lockers. The upper story is large enough to comfortably accommodate four billiard tables, and the floors between are admirably arranged for parlors, card rooms, etc. Apartments in the rear afford ample living rooms for the janitor.

THE club house idea is booming cycling in this city. The Syracuse Cycling Club accepted three new members at the annual meeting, and several applications are in to be acted on at the February meeting. Without much effort the membership will be raised to 150 before the next riding season, and there is no fear of its turning into a strictly social organization.

NEWS AND COMMENT.

ON Wednesday evening, Jan. 22d, a number of members of the Crescent Cycle Club, Baltimore, Md., in uniform, wheeled from their club house to Ford's Opera House to see their friend, Francis Wilson, in "The Oolah." A crescent of flowers, tied with the colors of the club, was presented to Miss Jansen. The club's flag and colors adorned the front of the "Oolah's" house. An oyster supper was served after the play. The entertainment committee of this club is arranging to hold a week's pool tournament in a short time.

WE are informed that Belva A. Lockwood has become so skillful on the bicycle that she will make a run for the Presidency in 1892.

THE Berkshire County Wheelmen, of Pittsfield, Mass., held their second annual masquerade ball at Central Hall last week Wednesday evening. The attendance was large, and the whole company enjoyed the occasion greatly. It was, on the whole, one of the pleasantest society events of the winter. The costumes were furnished by Bucholz, and they were exceedingly attractive. Floor Manager Sheridan proved to be the right man in the right place. He was ably assisted by his aids, E. E. Austin, T. H. Murray, D. England, and T. R. Brown. The chairman of the reception committee was B. M. England, and he had everything in his department in excellent condition. The music was excellent, and the dancing continued till a late hour. Rockwell was the caterer and furnished an excellent supper.

GEORGE MORTON, of Bridgeport, has received a patent for a "bicycle supporter," by the use of which the rider is not compelled to look about for a suitable place against which to rest his machine, but by unloosening a catch the apparatus is let down, and the wheel can be "stood up" directly in any place.

"AMERICUS," of Denver, Col., writes us that "the rooms of the Social Wheel Club were crowded to their utmost capacity on Saturday evening, the 18th, the occasion being the annual election of officers. After the meeting the club adjourned to the prominent caterer's of the city and held their second anniversary banquet, the date being the club's second birthday. Music, feasting, toasts and speeches made the time pass only too rapidly, and the wee small hours were on apace before the merry party broke up. The S. W. C. starts out upon its third year with most flattering prospects. The membership is rapidly increasing, and the new list of officers is sufficient to insure a rapid growth during the coming year, as every name upon it represents the backbone of the club, men who are willing and anxious to work for its best interests."

MEMBERS of the Centaur Cycle Club, Baltimore, Md., visited Ford's Opera House oh Wednesday night, January 22d, to see "Oolah."

THE Providence *Journal* prints the following item: "Most of the processes now in use for obtaining pure aluminum are still costly and indirect, though they have been greatly improved in the last few years. Charles M. Hall has recently perfected a process for obtaining pure aluminum by electrolysis, and the Pittsburg Reduction Co. are now producing aluminum under his patents at a very low price. In this method it is necessary to use a flux that would take into solution the aluminum ore at a moderate temperature, but which would remain unchanged and unaffected by the passage of the electric current through it, and which would offer a low electric resistence to the current. Besides this, the bath (flux or electrolyte) must be of less specific gravity than the metallic aluminum, which is so very light in weight, so as to ensure the metal sinking to the bottom, and thus not interfering with the operation." By this process it is said that aluminum can be sold at cheaper rate, bulk for bulk, than nickel. This, however, does not yet solve the difficulty of how to manipulate aluminum so that it will have the qualities of steel in spring and toughness.

ON January 15 Mr. G. M. Simmons, of Kenosha, Wis., died of pneumonia. Mr. Simmons was one of the most prominent business men in that section. He was cashier of the First National Bank of Kenosha. He was an ardent wheelman, although a comparatively new rider. His death may truly be termed a loss to the Wisconsin Division, as on the subject of roads he held views that would always have led him to come out on the side of good highways, and his influence was such that his views had weight.

"A SINGULAR runaway occurred to day on F street. A horse attached to a wagon ran away, and at Tenth street there was a collision with a man riding a bicycle. The machine was ruined in

short order, and the rider, in order to save himself from the wheels of the wagon, as quick as thought grasped one side of the shaft with his hands, and throwing up his feet was borne along as the horse continued his mad career. This strange ride was continued to the corner of Seventh and F, where the man managed, as the horse slackened his speed and turned the corner, to drop off entirely uninjured, he said, by his rapid and unexpected journey."—*Washington Star.*

RHODE ISLAND seems to be fairly seething with awakened interest in the roads improvement question. Little Rhody means business, and we expect to see the practical results of the agitation at no distant day.

THE Maryland Club, Baltimore, has secured a country house. It is on Garrison avenue, five minutes' walk from Arlington station. It contains eleven rooms. If it proves satisfactory to them it will probably be purchased.

MR. L. H. JOHNSON, of Orange, N. J., and one of the pioneers of the wheel in America, was in Boston last Tuesday and Wednesday. It does our heart good to run across these old timers once in a while; it revivifies our youth.

THE Providence, R. I., Wheelmen will hold its annual banquet, at the club house, Thursday evening, February 13, at 8.30 sharp.

A MAN by the name of Harry McAndrews was lately arrested in Akron, Ohio, on complaint of D. D. Pickett, Superintendent of Schools, "for knocking over some school girls while he (McAndrews) was riding on the sidewalk." The fine was a V.

THERE is a possible chance of a race meet being held in New Haven, on Decoration Day, by the New Haven Club.

MR. NATHANIEL C. FOWLER, JR., so long connected with the Pope Mfg. Co., as its advertising manager, has branched out and established himself as "Counsellor at Advertising." To use the wording of Mr. Fowler's circular announcing the new departure we find that he is a "Dealer in Ideas" and has "Originality For Sale." As an expert in the art of advertising we doubt if Mr. Fowler has a superior. We predict for him a successful career in his new field of labor, because talent must receive recognition and Mr. Fowler has the talent of knowing how to advertise. Mr. Fowler's office is at No. 54 Pearl street, Boston.

THE Chief Consul of Maryland has been informed by Mr. H. Crowther, Chairman of the Pennsylvania Road Book Committee, that the Maryland Division will be supplied at the rate of fifty-five cents per copy, which is only a few cents above cost.

IN a little after-dinner talk at a banquet of the South Bend (Ind.) Wheelmen Capt. Pine said among other good things: "The common estimate of us is that we are cranks, but let us so conduct ourselves that those who consider us cranks will be forced to acknowledge that we are gentlemen."

ON Monday evening next, Februry 3, at eight o'clock, Alfred Stone, Esq., a prominent architect and citizen of Providence, R. I., will address the Brown University Historical and Economic Association at Manning Hall on the subject: "Are good roads desirable and how can they be obtained in Rhode Island?"

MR. C. S. NEEROS of Chicago made us a short but pleasant call this week. Mr. Neeros is in the employ of the Gormully & Jeffery Mfg. Co.

THE ANTI-ATHLETIC CLUB MOVEMENT.

A GREAT hue and cry is going up all over the country against bicyclists competing under the colors of some athletic club. For my part I can't see the harm of it.

An athletic club's province is to cultivate the competing power of a man, be he runner, jumper, bicycle rider, or any other exponent of out-door sport. It furnishes track, training and everything needful to make the athlete, and why should it not have the credit of so doing? Why should a bicycle club which does not do anything for track racing and very little for road contests, object to the athletic club's reaping the benefit of their labor? It seems very like the dog in the manger, and smacks very much of selfishness and jealousy.

A bicycle club is a local affair, and does not go beyond those limits, but an athletic club encourages contests between different districts and between different countries, and is known the world over. They send their champions to meet the pick of other clubs. They send men to Europe to meet the champions of that Continent. They put an athlete on a footing to compete with his peers, even though he is not a millionaire. He is gauged by his strength and not by his pocket book. Unless taken in hand by one of these clubs, a bicycle racer is not given the opportunity to show his prowess, and must forever hide his light under a bushel. When the manufacturers were allowed to pay the expenses of their riders, look what races were held in the East. Look at Lynn. Look at Springfield. When the rule prohibiting a man from taking money for training, etc., mark the decadence in bicycle racing. Where are the tracks on which were witnessed the trials of speed between Rowe, Hendee, et al.? Gone. Where are the men who made these meetings a success? Died of racing starvation, because their purses had not the strength of their bodies.

Let the bicycle clubs send their men to battle with their rivals in other cities. Let them encourage racing, not with their words but with their deeds. Let them build tracks. Let them train their riders. Let them promote race meetings, and the howl against athletic clubs, who carry out the object for which they were formed, will not be necessary, but until then let the bicycle clubs hold their peace.

They must remember that the athletic clubs give bicycle races because they have bicycle riders on their membership roll, and that if their names were not there, there would be no cycle races, and the L. A. W. must remember that its officers are not larger than itself, and that its members are not necessarily men of unlimited means, and before they destroy the bridge which leads to the racing man's haven let them build one to take its place. "ALERT."

LADIES' RECEPTION ROOM.

[ALL communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—ED.]

I wonder how many gentlemen can boast a record of 2400 miles? Our friend Miss Kirkwood has this record. She writes as follows:

Dear Helen Grey—Before answering your invitation given a few weeks ago to all ladies in regard to 1889 records, incidents, etc., I wish to say how much more entertaining we find the BI. WORLD AND L. A. W. BULLETIN in our house since the annexation of your "Ladies' Reception Room." If all lady riders consider it as interesting as I do, you have made many friends. I wish you all success for the New Year, and hope that your '90 column will make its appearance every week.

Each year that passes I notice brings added improvements, rendering cycling more enjoyable. The ladies' safety coming prominently to the front last year has proved of great advantage, and I have met many more ladies than I expected on the road so mounted.

The past year my long trips average better than any previous season, and I have taken them with a greater amount of comfort or pleasure. The weather has proved considerable of a drawback; though the winter so far remains open, I think we have been the recipients of more rain than should consistently fall to our share. My record for 1889 tallies 2404 miles.

Yours very truly, M. KIRKWOOD.

A gentleman from Baltimore contributes the following. He argues the case so well that I do not feel that I can add anything:

"I wonder if your readers will pardon me if I touch once more upon a subject which has already been very much talked and written about? Perhaps they will if I preface my remarks with the assurance that at least a part of what I am about to say is upon a branch of the subject which, as far as I know, has not been much discussed. At any rate, as it concerns the gentler sex, about whom most men and all women are ever ready to talk, I think I'll risk it.

Chatting with one of our most enthusiastic wheelwomen recently, it occurred to me to wonder if she was a member of the League. I asked the question and was answered in the negative. When I expressed my surprise she said: 'Why should I join? My husband is a League member and gets the WORLD. His card secures him the discount on my expenses as well as his own, and finally, even if a member I could have no vote nor influence which could be used for the benefit of the cause.'

I know that it is generally considered useless to argue with a woman, but I could not resist the temptation this time, and I did not, for I think I must have waxed eloquent. At any rate I am sure I convinced her that she was wrong, and that it is her duty to invest a part of her pin money in a membership card.

In my humble opinion the League would be much the gainer if the ladies who ride would take a more active interest in the organization and its affairs. We have quite a respectable number of wheelwomen hereabout, and they are being constantly added to. Yet I think I do not err when I say that at most only two or three of them are members of the League. Most distinctly this should not be. If there are reasons why wheel*men* should join the League, there are precisely as many reasons why wheel*women* should do the same thing. Of the objections mentioned above not one is valid. Under any circumstances few cyclists would say they joined solely for even so valuable a paper as the WORLD, nor do many acknowledge that the League's discount feature influenced their application. Finally, woman's influence upon the League *could* be made a powerful lever for its advancement. I think what a recruiting officer a charming wheelwoman, thoroughly posted as to

the advantages accruing to League members, would be. Every woman who rides has abundant opportunity to do this sort of missionary work, and it is a safe bet that not many men would resist her arguments.

This is but one of many ways in which a feminine contingent could benefit the League, but it will serve as an illustration. I am very anxious to see gathered into the ranks as many ladies as possible. I scan eagerly the weekly list of applications for membership, and derive keen pleasure from the sight of an italicised name, for whenever one is found I feel sure that in its owner the League has gained an earnest worker.

I am, of course, only repeating previously expressed opinions when I say that too commonly L. A. W. members are entirely indifferent about securing new members. If it were not so there would infallibly be much more rapid growth and quite as infallibly there would be many more League clubs."

I hear it whispered that the wheelwomen of Boston and vicinity will be tendered a reception, at an early date, by the North Shore Tourists. The same committee that so successfully carried out the four tours to the North Shore will manage the reception, and invitations will be issued to every wheelwoman within easy distance of Boston. There will be a musical and literary entertainment, possibly dancing, a collation, and many other pleasant features. The Tourists believe it to be eminently desirable that the ladies should become acquainted one with another, and they hope that many pleasant acquaintances and many union runs will grow out of this gathering.

HELEN GREY.

THE HARRISBURG (PA.) MEETING.

THE meeting of the State Board of Agriculture took place as announced at Harrisburg, Pa., last week Thursday. As a whole the meeting was an undoubted success, though the members of the Road Commission regret that the intricate questions underlying the matter of State aid were not more fully discussed and decided on. So great was the interest shown that the session was extended into the evening.

About 10 A. M. of the day of the meeting Gov. Beaver took the chair and delivered his opening address, in which he urged on his hearers the necessity of a uniform State law governing Roads Improvements. He was in favor of State highways supported by State money. In conclusion the Governor extended the privileges of the floor to all citizens present.

Then followed many gentlemen with speeches and specially prepared essays. There was not a dissenting voice as to the necessity of some method to improve the roads, but some few of the farmers objected to being taxed heavier "for a class," as they expressed it, "of a lot of rich city people and bicyclists, who wanted better roads for pleasure driving and riding." Only one man objected to State aid. Some few were in favor of dirt roads as being less expensive to build, but the great majority of those present were in favor of good macadam roads.

Quantities of statistics were presented to show the great advantages of good roads. The League was most ably represented by Mr. George A. Perkins, of Boston, and Chief Consul Boyle, of Philadelphia. Mr. Perkins made a good speech in which he called attention to the fact that the League was largely responsible for the great agitation which was now sweeping over the country, and said that he represented the cyclers of the United States. They were charged with selfishness, he said, in advocating the improvement of the roads of this country, which was true, he confessed; but, at the same time, their selfishness was of the kind which benefitted not only themselves, but millions of others. Mr. Perkins then outlined what had been done in other States on this road question, and closed by saying that the League of Wheelmen regarded Gov. Beaver as one of their warmest friends. [Applause.]

Gov. Beaver, who, by the way, lost a leg in the late war, responded by saying that he could not be charged with selfishness in his advocacy of improved highways. Everybody knew he couldn't ride a bicycle. [Laughter and applause]

At the afternoon session the following resolutions were passed:

Resolved, That the State Board of Agriculture, in convention assembled, has heard with pleasure of the offorts being made by the citizens of Philadelphia, Pittsburg and elsewhere, to collect data and encourage the movement for better roads in this Commonwealth.

Resolved, That this Board respectfully recommends to the State Road Commission the members of this Board and to other organizations, and all public spirited citizens, to lend their hearty sympathy and co-operation to the move of the Philadelphia Committee, for better roads.

Resolved, That we do hereby urge upon the Legislature the importance of speedily enacting such laws as will best promote the general improvement of the highways of the State.

CORRESPONDENCE.

[The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]

MR. POTTER PROTESTS.

Editor Bicycling World: Please give me a little space in behalf of the New York Division. The situation at Albany, in the matter of roads improvement, is a most unfortunate one, and the good work done by the New York State Roads Improvement Association and by the State Division during the last two years has been embarrassed and crippled by the introduction of a conflicting bill under the direction of President Luscomb's "Conference" of December last. The country papers are already screaming out their objections against this movement as a "bicyclists'" scheme, and I am in receipt of marked editorials and communications in several journals, all of which tend in opposition to the movement, and warn us of the necessity of uniting forces. I have written personal letters to the members of Mr. Luscomb's "Conference," protesting against this interference, and condemning it. It will be condemned by every fair-minded wheelman, because it has neither excuse nor justification. Let the facts bear witness:

1. More than two years ago, the New York State Division of the League was committed to the support of the New York State Roads Improvement Association, and by both Chief Consul Bidwell and his successor, Chief Consul Bull, and the committees, subordinate officers and members at large of the Division, the Association has been ever since heartily supported.

2. The declared policy of the New York State Division has been uniformly *against* a separate movement carried on by an organization composed solely of wheelmen, and this policy has been again and again declared to the officers and members of the League at large.

3. On the 7th day of November of last year I wrote a letter to President Luscomb in which I clearly stated to him that I had in hand a rough draft of the proposed bill of the New York State Roads Improvement Association; and that it was my purpose, as soon as possible, to complete this bill.

4. Early in December last, at the time of the meeting called ostensibly for the purpose of developing Mr. Luscomb's policy, I informed Mr. Cossum, a member of that conference, and especially delegated to confer with me on the subject, that our association had in hand a bill which would be introduced early in the present session of the Legislature.

5. On the 8th day of January, 1890, in response to an official communication asking for information, I wrote at length to Dr. C. S. Butler, a member of Mr. Luscomb's conference, stating very fully the situation in this State in order that no misunderstanding could possibly arise with reference to the scheme for roads improvement by the wheelmen, and the association in whose immediate service I have been at work. I told him that the New York State Division, by the action of its officers and delegates, and by the expressed sentiment of a large majority of its members, was warmly committed to the support of the New York State Roads Improvement Association, and I gave him the reasons which had impelled them to so commit themselves. I told him that the New York Association included many prominent members of the Legislature, and many citizens outside of the ranks of the wheelmen who had with us a common interest in the improvement of highways. I told him that I expected to meet Senator Coggeshall on Saturday, the 11th inst., and to place in his hands a copy of the proposed bill intended to be introduced into the Legislature of this State, and I said to him many things which need not be repeated here, but all of which informed him that the New York State Division had no connection with the national committees in this work, nor with the proposed work mapped out by the peculiar policy of President Luscomb.

The manner in which Mr. Luscomb's immediate adherents have treated us in the matter of this proposed legislation will justify the feeling of indignation, and the disposition to resent which the officers of the State Division are to day freely expressing.

For my committee I especially resent the interference of the officers of the national body in this work which has been carried on for over two years, and I charge that the action of the proponents of Mr. Luscomb's bill has brought about a condition of affairs which they alone can save from terminating in open contest.

We will go on with the movement in favor of the bill introduced by Senator Coggeshall and Mr. Rhodes, and notwithstanding the fact that we are seriously embarrassed and injured by Mr. Luscomb's action in introducing a separate and conflicting measure, we shall hope in the end to attain the result for which the association was organized.

In the meantime, for the association, for my committee and for myself it will be my zealous endeavor to keep the roads improvement movement in this State far apart from League politics, and to combat any policy which savors of the "rule or ruin" idea, no matter from whom it emanates. The New York State Roads Improvement Association and the New York State Division can take care of the roads question in this State, and we shall shout "hands off!" to every species of unauthorized and unwarranted interference.

Fraternally yours, ISAAC B. POTTER,
Chairman Committee on Improvement of Highways,
New York State Division L. A. W.

THE SYRACUSIANS' FEAST.

THE beautiful home of Wesley A. Yale was thrown open Monday evening, January 20th, on the occasion of a complimentary banquet, given by Mr. Yale to the Syracuse Cycling Club. The guests numbered eighty-five, including several visiting wheelmen. Lucien S. Wilson acted as toastmaster in his usual pleasant manner. Fred Brigham added a paragraph to the toast he rendered one year ago, entitled "Sharkism," and then told the "History of the Syracuse Cycling Club." Henry A. Rounds responded to "Our Members," telling each one's peculiarities and accomplishments. He roasted in particular ex-Captain Chapin. The "L. A. W." was ably taken care of by Charles W. Wood. An interesting toast on wheeling was given by Dr. R. S. True. George H. Harris had "Ideas of a Club House," which he gave out in an Irish whisper. "Our Guests" was responded to by Willis D. Cloyes, of Cortland, and Wesley A. Yale gave the club "Yale," and welcomed the party. Captain Charles W. Adams, of the Buffalo Bicycle Club, A. Irving Fuller, of Rome, and Captain George Owen, of Utica, were called upon to say a few words, which they were able to do. This quotation headed the menu: "And damned be him that first cries 'Hold, enough!'"—Macbeth. The banquetters, by hearty applause, thanked Editor Fourdrinier, of the BICYCLING WORLD, for an enjoyable communication which was received from him and read by Toastmaster Wilson. Instrumental and vocal music, card playing, etc., brought 3 A. M. around only too quick. All declared that "Wes." had done it up "brown." "SALINA."

AN OPEN LETTER.

Editor Bicycling World: The New Haven Wheelmen by their scores have thoroughly demonstrated their inability to play friendly polo with the Ramblers of Bridgeport. The Ramblers greatly regret that the natural exuberance of spirit, manifested by the braying of tin horns and shouts of encouragement, when the Ramblers made a goal, should have disgusted the New Haven ladies who gave such "tone" to the game by their presence. An observer noticed that the dulcet notes of the amateur cornet player and the musical melody of the joyous acclamations of the New Haven wheelmen, when they had an opportunity (?) of shouting for their own side in a gentlemanly manner, did not appear to disgust the New Haven belles. The Ramblers' followers hope to make a visit to New Haven shortly, for the express purpose of taking a few lessons from them in gentlemanly behavior, encouraging their team in a gentlemanly manner, and playing polo like gentlemen. We trust the New Haven Chesterfields will give the Ramblers the required lessons, and commence by perfecting themselves in a few of the stock acquirements of every gentleman, which now appear to be lost arts with some of them. Respectfully, "NOSTAW."

Bridgeport, Jan. 27, 1890.

INFORMATION WANTED IN REGARD TO PAVEMENTS.

Editor Bicycling World: The paving of ten to fifteen miles of streets in this city is contemplated this season, and various forms of pavement are under discussion by our citizens, in the local press, and in the Common Council. No form has yet been adopted. The same problem is probably seeking a solution in many other cities at this time, and it would be of infinite value to cycling if some among your many subscribers and contributors would enlighten us on the subject of city pavements; the various forms, their cost per yard, actual results where fully tested, etc.

We are pretty well informed on the subject of asphalt here, and some of it will undoubtedly be laid this year, as last. On many of our streets, where the property owners feel that they cannot afford asphalt pavement, it will be a fight as between cedar blocks and what is known as the "fire brick" pavement. None of the latter has ever been laid here, and it is in regard to it that we particularly desire all the information we can get. The matter will soon be decided, and any information concerning the relative cost, smoothness, and general desirability of these two forms of pavement (cedar block and fire brick), which can be given at once, direct to the undersigned by mail, will place the wheelmen of our city under many obligations. C. W. EDGERTON.

Fort Wayne, Ind., January 25th, 1890.

A BAD CASE OF "RING RULE."

Editor Bicycling World: By this day's mail I received my certificate as Local Consul from W. A. Davis, Chief Consul, Chicago, Ill. Our club immediately held an election of officers, and as elections of this particular pattern are "scace arteekles," it may perhaps be of interest to know just how we do 'em up on the "Southern Hotel Plan." Our Local Consul immediately crawled up on top of a table and called the club to order. Officers were then duly and ceremoniously (?) elected as follows:

Chief Consul	R. C. Morris	Racing Board	R. C. Morris
Captain	Ditto.	Grand Worthy "Header	
1st Lie tenant	"	Enumerator"	"
Chief Bugler	"	Chief "Dog and Road	
Finance Committee	"	Hog Slayer"	"
President	"	Committee on Refresh-	
Secretary	"	ments	"
Treasurer	"		

A notable feature of the happy occasion was the unanimous elections of all officers named without a dissenting voice. Speeches then being in order Local Consul made an appropriate talk, followed by the other bloated (?) office-holders as per list. Committee on Refreshments was sent out to prepare proper diversion for the other "bloated office-holders," and up to present date is still "preparing;" at least he hasn't turned up yet. Presume said honor was so suddenly thrust upon him that it "struck in," and he died. The Captain has distinguished himself for "calling a run" for July 4th, and if the noble eagle don't lose some tail feathers it will be because this club took one grand simultaneous header while in pursuit of said birdlet. If this run is as successful as it now promises to be the Captain will call another.

Yours fraternally, R. C. MORRIS,

L. C., C., L., C. B., F. M., Pres., Sec., Treas., R. B., G. W. H. E., "C. D. and R. H. S.," "C. on R.," or "the bloated office-holder," complete in 3 chapters. For sale at all first-class news dealers—don't fail to read it.—L. A. W. No. 16.704.

MR. ROE AND THE "FESTIVE CORRESPONDENT."

Editor Bicycling World: In justice to Mr. Barrett and myself I wish to take exceptions to one of "Stroller's" notes in issue of Dec. 27, 1889, wherein he says:

"I understand that Roe and Barrett had quite a lively time last week on the North Side, all owing to their trying to secure a few shekels for their trip by wheel (?), during which it developed that several hundred dollars had been forwarded to them in care of that festive newspaper correspondent, who had failed to turn over the same, aside from a few quarters and halves at odd intervals during the trip, and the boys are now looking for him to explain."

I wish to say distinctly that neither Mr. Barrett or myself tried to secure any shekels for our trip, and even if we did I am sure we would not be dummies enough to advertise the fact. We merely wished to prove to certain parties that our expenses instead of averaging about twenty dollars per day, as figured by that festive correspondent to whom the money was forwarded, would scarcely foot up two dollars a day. Perhaps I should say in behalf of said correspondent that he was seldom in condition to tell a two from a twenty dollar William, except when dealing out our daily stipend.

Yours truly, TOM ROE.

POLO AMONG CYCLISTS.

ANOTHER interesting and exciting game of polo took place in Bridgeport Wednesday evening, Jan 24th, between teams from the Bridgeport Wheel Club and the New Haven Bicycle Club. The score was very close during the entire game, and at the end of the forty minutes' playing time stood a tie, 1 to 1, in favor of each team. Each team was also credited with 2 fouls. After 6 38 play overtime the New Havens scored the third goal, winning the game by the score of 2 to 1. The goal tending of Halligan for the Bridgeports was excellent, as was also Bradley's playing at halfback. The weakness of Lyon at centre, however, was what tended more than anything else to lose them the game. The defence of the New Haven team was perfect, and it was almost impossible for the opposing rushers to get past them. The similarity of the uniforms of the two clubs caused considerable confusion, and should be remedied as soon as possible.

It is painful to note that a disagreeing action in the Polo League

has commenced at this early date. The Rambling Wheelmen have recently elected two first-class polo players as members of the club, and Manager Hudson, having lost several of his best players by sickness and removal from town, quickly enlisted them into the polo team. Of course it wouldn't do for the Rambling Wheelmen to have a stronger team than the Bridgeport boys so a member of the latter club who is a director in the League goes to New Haven and Meriden and, after interviewing members of the Executive Committee in those cities, protests against the admission of the players on the ground that they are not active wheelmen as specially provided in the By-laws of the League. Manager Hudson of the Ramblers, however, claims he can prove by over thirty wheelmen that the protested players are active wheelmen, and that he also conformed to all the requirements by duly notifying the managers of the different clubs of the change. The Executive Committee which met in Meriden Thurday evening, the 23d inst., however, thought otherwise and disqualified the two protested players, and as Manager Hudson did not have enough extra players along to play the game with Meriden, the game was forfeited to the latter club. Now Manager Hudson of the Ramblers claims that one of the members of the Bridgeport team is not an active wheelman, and his case will be tried before the Executive Committee at an early date. The outlook at present does not look very promising. If we are going to have polo, let us have the right kind and not be continually looking upon each other with jealous mien, for if we can, not have the right sort it would be better to have none at all.

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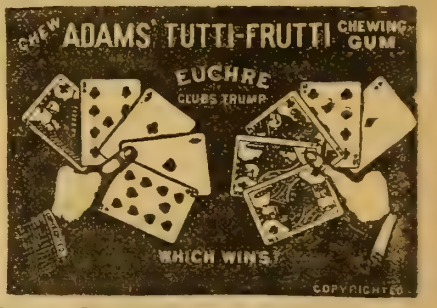
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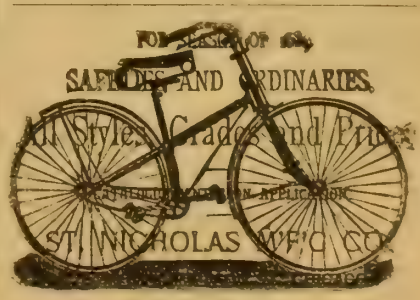
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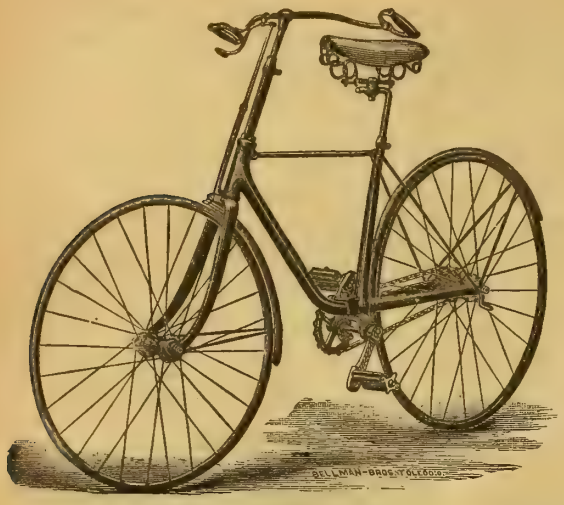
To Howard A. Smith & Co., Newark, N. J., for 1890 Catalogue. An Encyclopedia of Cyclers' wants. Old list cancelled.



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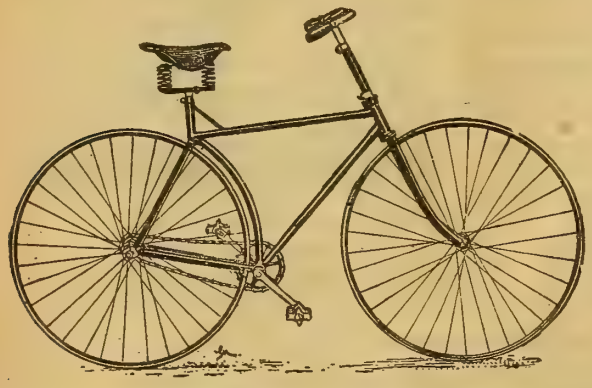
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New York.

To the Officers and Members of the New York State Division, L. A. W.

A bill for the improvement of the public highways within the State of New York (approved by the officers of the State Division and supported by the New York State Roads Improvement Association, of which most of our State Division are members,) has been introduced in both Senate and Assembly of the New York Legislature by Senator Coggeshall, of Oneida County, and Assemblyman Rhodes, of Westchester. This bill will, if passed, insure the construction of several hundred miles of superior highways within the State of New York and provide for the extension of improved highways from time to time, as they may be needed. It will require your active support, and you are expected to use every proper means to support the measure and to secure its passage. Copies of the bill and full information regarding it may be obtained by addressing "I. B. Potter, Secretary, New York State Roads Improvement Association, Potter Building, New York City."

Another bill, called the "DePuyster bill," has been introduced in the Assembly of the New York Legislature bearing upon the same general subject of roads improvement. It has not the endorsement of our State Division nor of the New York State Roads Improvement Association, but is a bill launced by certain members of the National Body, in pursuance of a "conference" called by President Luscomb some time in December. This bill is a substantial copy of the New Jersey bill of last year, and makes no particular provision relating to the highways of New York, which is not already included in our statute. It does not require the construction of good roads, but leaves the whole question optional with the local authorities in the several counties. It has been introduced in defiance of the fact that President Luscomb's "conference" was notified, months ago, that the State Division was committed to the support of the New York State Roads Improvement Association, and that a bill would be introduced by said association early in the present Legislature. For these and other existing reasons, which need not be here enumerated, we shall oppose the DePuyster bill and shall continue to protest against the unwarranted and inexcusable interference of the "conference," by which it has been brought about. Fraternally yours,

ISAAC B. POTTER,
A. M. DICKINSON,
C. E. WHITE,
Committee on Improvement of Highways, N. Y. State Div., L. A. W.

WALTER S. JENKINS,
L. A. NEWCOME,
MICHAEL FURST,
Committee on Rights and Privileges, N. Y. State Division, L. A. W.

From the Foreign Marshal

As Foreign Marshal L. A. W. I have to report that during the last year I have received but few individual requests for routes, information, etc., from the members of the L. A. W., all that I have received I have answered to the best of my ability: but as the bulk of Americans touring on cycles in Europe during the year just closed were members of the Elwell Touring Party, and as I endeavored as far as possible to aid them, or rather their conductor and manager Mr. Elwell, my notice of work done must rather be confined to this party.

This tour was carried out in a remarkably successful manner. Despite the fact that it was Mr. Elwell's first visit to Europe, everything was carried out as arranged, and to this I was, for nearly half the tour, a personal witness.

As Mr. Elwell has announced a similar tour for next year, I take pleasure in calling attention to its merits and advantages, and also noticing some of its unavoidable defects. To those who have but a limited time at their disposal, and no knowledge of foreign languages, such a party affords the cheapest, best and most satisfactory way of seeing the continent of Europe and this year's tour is mapped out in a greatly improved manner. Mr. Elwell not only undertakes all the known responsibilities—but last year he overcame unforseen difficulties with singular success.

But I must say that this success would have been increased, had some of the members of the party endeavored, both before starting and during the tour, to learn some little of the manners and customs of the nations through which they passed, in fact unless one has studied up the customs and has some knowledge of what he wishes to see in a foreign country, a trip to it is of very little advantage, at least on a cycle. The tourist might just as well ride round a cinder path. I do not, however, wish it to be understood that such criticism could be applied to any but a small minority; but this minority was unfortunately much in evidence.

The disadvantages are, that one is compelled to reach a definite point each day, that one must go on in fair weather or foul, and that you are governed by the management, very successfully in the present case.

The road question is absorbing more and more attention here as in America, and if the C. T. C. and L. A. W. could work together in this matter it would be beneficial.

One slight personal matter I must refer to, while I must thank the numerous correspondents who have forwarded me photographs of themselves, I cannot undertake to exchange my own with them; as I haven't any on hand and don't propose to have one made.

JOSEPH PENNELL, Foreign Marshal L. A. W, R. C. C. T. C. for United States.

Ohio.

The tenth annual meet of the Ohio Division of the League of American Wheelmen, will be held in Cincinnati on Thursday, Friday and Saturday, July 24, 25 and 26, 1890, and the wheelmen of "Porkopolis" will endeavor to make it such a success that when those who participate in it shall grow old they will never tire of relating to their great grandchildren the many delights of that occasion. There will be races on a specially prepared track; there will be a run to Coney Island by wheel and return by moonlight on the boat. The moon on this occasion will be polished up unusually bright and the clouds will be put away in a dark closet. If you intend to participate, and of course you do, do not forget your L. A. W. ticket, for that will be the "open sesame," without which no one will be permitted to participate in the festivities. The exact nature of the entertainment cannot be stated at present, but about the middle of June there will be mailed to you an illuminated programme that is at once novel in design, unique in construction and peculiar in composition, and which will give you all the necessary information. In the meantime watch the official columns of the BULLETIN for further information.

M. A. HIGH, C. C.

Missouri Appointments.

The following appointments have been made this date:

W. D. Sheriff, Local Consul for California.
H. E. Zorn, Local Consul for De Soto.
W. J. Staples, Chairman Touring Committee, vice C. B. Ellis resigned. Fraternally yours,

ROBT. HOLM, C. C.

Missouri Repair Shops.

To consuls and members:

You are earnestly requested to at once send in the name of your nearest repair shop for insertion in the new road book. But few replies have been received up to date and as the matter is of great importance to tourists an *immediate reply* is requested. To date the consuls at the following towns have failed to reply to the call: Moberly, Clarksville, Miami, Huntsville, Mexico, Booneville, Edina, Carrollton, Palmyra, Lexington, Memphis, Bonne Terre, Kirksville, Independence, Farmington, Sedalia, Green Top, De Soto, California and Stanbury. All replies should be addressed to H. G. Wolzendorf, 209 No. 12th street, St. Louis, Mo. Fraternally yours,

ROBT. HOLM, C. C.

Missouri Hotels.

To consuls:

To date no hotels have been appointed at the following towns: California, Stanberry, De Soto, Kahoka, Joplin, Kirkwood, Edina, Bonne Terre, Green Top, Booneville and Memphis. The respective consuls are requested to give this matter prompt attention so that a full list of hotels and rates can be published in the forthcoming road book. Fraternally yours,

ROBT. HOLM, C. C.

Illinois.

Local Consuls are appointed for the following places:

Abingdon, J. B. Smith.
Belvidere, S. A. Sabin.
Dixon, E. L. Kling.
Eureka, J. S. Davis.
Pontiac, J. M. Daily.

Fraternally yours,
W. A. DAVIS, C. C.

Colorado.

I have this day appointed the Hotel Kitchen as the League Hotel for Leadville. A very material reduction will be given L. A. W. members upon presentation of tickets.

E. S. HARTWELL, C. C. Colo. Div.

Michigan.

Hotel List No. 2.

The following hotels have been designated as League Hotels:

Romeo, American House, regular rate, $2.00; L. A. W., $1.50.

Bay City, Rouech House, regular rate, $2.00; L. A. W., $1.25.

Lansing, Hotel Downey, regular rate, $2.00; L. A. W. twenty per cent discount.

Tecumseh, Lilley House, regular rate, $2.00; L. A. W. twenty-five per cent discount.

Correction.

Hotel Bryant at Flint—The regular rate is $2.00, and to League members $1.50 instead of $2.00 as published.

LEAGUE REPAIR SHOPS.

List No. 1.

Bay City, L. R. Russell, Centre avenue.
Flint, J. B. E. Castree.
Alpena, Geo. McRae.
Hastings, W. W. and W. C. Kelley.

Fraternally,
A. B. RICHMOND, C. C.

Pennsylvania.

To the Members Pennsylvania Division L. A. W.:

A copy of the new Pennsylvania-Maryland-New Jersey-Delaware Road Book has now been mailed to each member of the Pennsylvania Division. If any member of the Division has failed to receive their copy they will please notify me at once, and the matter will be investigated.

New members, joining now, will have a copy of the book mailed them two weeks after their application is published in the BULLETIN.

We state in reply to inquiries from L. A. W. members outside our Division that we will mail the book to them upon receipt of $1.00. Maryland, New Jersey and Delaware Division members should apply to the Secretary-Treasurer of their own Division and not to this office, without enclosing the one dollar cash.

Fraternally, JOHN J. VAN NORT, Sec.Treas.,
Scranton, Pa., Jan. 25. 435 Adams avenue.

Rhode Island Consuls.

In the absence of the Chief Consul, I have made the following appointments of Consuls:

Apponaug, Jas. T. Lockwood.
East Providence, Arthur W. Helme.

GEO. L. COOKE, Vice Consul.

Providence, January 25th, 1890.

Connecticut Hotel Appointments.

I hereby revoke the appointments of the United States Hotel of Hartford and the Atlantic House of Bridgeport and appoint in their stead, the City Hotel of Hartford and the Wilson House of Bridgeport.

Special arrangements have been made with these two houses whereby their best will be served League members, at $2.00 per day, or at a uniform rate of fifty cents per meal or lodging. No discount will be allowed, however, except on presentation of membership ticket.

DAVID J. POST, Chief Consul.

State By-Laws and Rules.

Article III, Section 6 of the League By-laws reads as follows:

Sec. 6. Each Division shall file in the office of the Secretary of the League a certified copy of its Constitution, By-Laws and Rules, and of each and every amendment thereto, and shall certify to him the results of all elections within ten days after the votes shall have been counted.

The following Divisions *and no others* have filed the certified copy of By-laws and Rules as required above: Connecticut, Illinois, Massachusetts, New Jersey, New York, Ohio, Rhode Island. ABBOT BASSETT, Secretary.

Annual Dues.

Article III, Section 5, of the Constitution reads as follows:

Sec. 5. Each Division and sub-Division must, on or before the first day of April, file in the office of the Secretary of the L. A. W. a certificate stating the amount fixed as its annual dues, and in default thereof the amount shall be fixed by the Executive Committee of the League.

Secretary-Treasurers will please make returns as soon as possible. ABBOT BASSETT, Secretary.

Massachusetts.

Circular No. 11.

The bill which will be presented to the Legislature this session provides for the appointment of a commissioner of roads and bridges who shall be a civil engineer and receive a salary of $3000 per annum and be allowed $2000 for expenses.

His duties shall be—to visit annually the cities and towns of the State, inspect the roads and bridges, thereof, advise the local authorities in relation to the same.

Upon the petition of ten inhabitants representing that any road or bridge is in an unsafe condition he shall at once examine the same, and if he finds it unsafe for public travel he shall notify the proper officials when it shall become their duty to at once repair and make safe the same.

He shall have general advisory oversight over the roads and bridges of the State, can be consulted at all reasonable times without charge by officials and advise them as to construction and maintenance.

He shall make an annual report to the legislature of his doings and all facts collected together with suggestions regarding the improvement of the condition of roads and bridges.

Reasons to be urged for its adoption.

The office created by this bill does not interfere with the duties or dignities of Selectman, Street Commissioner, Supervisor, County Commissioner or any other officer, but does supplement and aid them.

It involves an outlay of $5000, but it provides for five things now needed either one of which is worth more than a thousand dollars, viz.

1. An annual visit and inspection by a qualified civil engineer of all the roads and bridges in the State.

2. A disinterested and competent officer to whom complaints can be made of the unsafe or dangerous condition of any bridge or road in the State for his examination, report and influence when other officers have not found a way to act.

3. A permanent central bureau of facts relative to roads and bridges inside and outside of the common wealth available to all.

4. An official and comprehensive report to the legislature.

5. A competent engineer and expert road and bridge builder to be consulted by new and inexperienced officers all over the State as to methods and materials of construction.

Furthermore it looks to a judicious use of every dollar expended on the roads without an increase of taxation. Our State is blessed with plenty of good road material and our roads are a disgrace to so thickly populated a civilized community.

"What to use and how to use it" is the need of the hour, this information can only be gained from an expert.

Better roads benefit every one who rides, drives or walks over them, brings farmers nearer to market and to railroads, increases value of taxable property by inviting the best people to settle in a town, are of incalculable benefit to the general public, and save wear and tear on vehicles.

Experiments made by Prof. J. W. Sanborn of the Missouri Agricultural College show that on a moist dirt road a force of fifty seven per cent greater was needed to move the same load than on a gravel road having a grade of one foot in twenty-eight. On a level gravel road, the force needed was only one-fourth as much as on the dirt.

On sandy roads the comparison is even more favorable to the hard surface road.

In the matter of bridges this officer in the course of a year would save to towns many times his salary suggesting stone arches where practicable, and exhibiting plans, and giving advice where new bridges were contemplated

This office is needed to complete the work begun last year by the passage of a bill appointing Superintendents of Streets. These Superintendents cannot be expert engineers, towns cannot afford to pay for such men, but they can obtain the advice of an expert from this office.

The bill therefore furnishes an expert for every town free of expense.

Consuls and members should see to it that every influence possible, such as letters from influential persons, and petitions if necessary, be brought to bear on Representatives to induce them to speak as well as vote for this bill.

Consuls will inform this office of any facts either of support or opposition promptly, that advantage may be taken of them. Copies of this circular will be mailed to members upon request. Fraternally,

WM. H. EMERY, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 226—Total 50--12,379

BOSTON, Jan. 31, 1890.

CALIFORNIA DIVISION—1--439.

Unattached.

26068 Rice, Wm. F., 390 So. Spring st., Los Angeles

CONNECTICUT DIVISION—3—741.

Hermes Wheel Club.

26084 Bushnell, Ralph G., Saybrook
26083 Landon, Fred, Box 203, "

Unattached.

26085 Bushnell, Wm. R., "

DELAWARE DIVISION—3—53.

Wilmington Wheel Club.

26101 Hendeur, Harmon J., 800 Harrison st., Wilmington

Unattached.

26055 Taylor, Frank E., 805 West 8th st., "
26054 Hubbard, E. L., Box 70, New Castle

ILLINOIS DIVISION—3—904.

Bloomington Bi. Club.

26086 McNeil, W. B., 602 W. Jeff st., Bloomington

Peo. Bi. Club.

26056 Robinson, W. J., T. P. W. F'rt Office, Peoria

Unattached.

26102 Schenck, Will, Box 1, Maroa

MAINE DIVISION—2—159.

Portland Wheel Club.

26087 Gage, F. B., 32 Cushman st., Portland

L. and A. Wheel Club.

26064 Mower, Archie D., Box 1003, Lewiston

MARYLAND DIVISION—3—532.

Unattached.

26080 Hoffman, Wm. Gilmor, Jr., Box 823, Baltimore
26069 White, Harry E., 403 Cable st., "
26070 Wollman, Edw. C., 222 Old Frederick Road, Baltimore

MASSACHUSETTS DIVISION—9—1635.

Cambridgeport C. C.

26096 Carman, John S., 94 Magazine, Cambridgeport
26097 Nowell, Melvin A., 162 Broadway, "
26098 Spring, Plummer C., 438 Main st., "
26099 Shaffer, A. J., 45 Essex st., Boston

Wanderers Cycle Club.

26060 Windle, W. W., West Millbury

Unattached.

26057 Whitney, Geo. F., 20 Forest st., Boston
26058 Graves, Leonard M., 40 Washington ave., Northampton
26059 Steele, Howard R., 271 Main st., "
26103 Jones, J. E., Box 584, Taunton

MISSOURI DIVISION—1—342.

Unattached.

26100 Tyler, W. S., 2622 Chestnut st., St. Louis

NEW YORK DIVISION—2—2143.

Unattached.

26088 Piotrow, F. W., Box 207, Hamilton
26071 Robb, Bert W., Holley
25892 *Blum, C. J., 51 E. 80th st., New York

OHIO DIVISION—7—853.

Brighton Bi. Club.

26065 Ellard, Harry C. G., Cin. Coffin Co., Cincinnati

Oberlin.

26074 Grosvenor, Lorenzo N., M. D., Box 1293, Oberlin

Unattached.

26079 Felter, Harry P., Box 205, Carey
26075 Savage, C. W., 12 So. Main st., Oberlin
26061 Hunter, John H., 125 Erie st., Toledo
26073 Kephart, Geo. E., Box 205, Troy
26072 Fuller, Edwin, "

PENNSYLVANIA DIVISION—14—1436.

Century Wheelmen.

26077 Hagner, S. D., 1845 Park ave., Philadelphia

Penn. Bi. Club.

26078 Morris, Valentine, 1232 Spring Garden, "

Unattached.

26091 Ingham, Louis N., 385 Rebecca st., Allegheny Ci
26003 Krause, Henry A., 154 New st., Bethlehem
26090 Hunker, Wm. J., 280 Rebecca st., "
26092 Mitman, H., "
26066 Drury, Harry, 835 Girard ave., Philadelphia
26089 Oberly, Daniel W., 459 Allen st., "
26067 Card, Dr. C. L., 1105 Hanover st., "
26076 Hyde, Geo. W., Jr., Lemon Hill, "
26062 Miller, L. C., 215 Market st., Pittsburg
26063 Wilson, Wm. H., 501 Market st., "
26094 Batchelor, Guy F., Box 204, Wilkinsburgh
26095 Stower, E. H., Box 204, "

RHODE ISLAND DIVISION—1—341.

Unattached.

26081 Mulholland, P. H., 13 Market sq., Providence

WISCONSIN DIVISION—1—90.

Unattached.

26082 Hoyt, James J., Kenosha

*Substituted for duplicate and not counted.

Division Officers.

CALIFORNIA—Chief Consul, R. M. Thompson, Oriel Hotel, San Francisco. Secretary-Treasurer, W. D. Sheldon, 126 Davis street, San Francisco.

COLORADO—Chief Consul, Edward S. Hartwell, 1319 Sixteenth street, Denver.

CONNECTICUT—Chief Consul, David J. Post, Drawer 11, Hartford. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis. Merrihew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1230 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, J. Fred Probst, Terre Haute. Secretary-Treasurer, A. N. Smith, Terre Haute.

IOWA—Chief Consul, James B. Green, 711 Locust street, Des Moines. Secretary-Treasurer, Walstein Seymour, 2d and Walnut street, Des Moines.

KANSAS—Chief Consul, W. C. Bradley, Western Security Co., Ottawa. Secretary-Treasurer, Otto H. Wulfekuhler, Leavenworth.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Harry H. Hodgson, 13 Carondelet street, New Orleans. Secretary-Treasurer, J. W. Dodge, 893 Carondelet street, New Orleans.

MAINE—Chief Consul, Dr. G. E. Dow, 507 1-2 Congress street, Portland. Secretary Treasurer, A. L. T. Cummings, Biddeford.

MARYLAND—Chief Consul, Albert Mott 203 Lenox street, Baltimore. Secretary-Treasurer, G. W. H. Carr, Box 675, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 109 Warwick street, Roxbury. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer, C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, A. W. Laird, Winona.

MISSOURI—Chief Consul, Robert Holm, Anheuser Busch Brewery, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, Frank N. Clarke, First Nat'l Bank, Omaha.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, Francis O. Moulton, Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 40 Orchard street, Elizabeth. Secretary Treasurer, Geo. C. Pennell, Elizabeth.

NEW YORK—Chief Consul, W. Sheldon Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street, Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 550 Freeman avenue, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Chas. S. Davol, Warren. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, Geo. C. Arbuckle, Room 5, Merchants' Exchange, Dallas.

VERMONT—Chief Consul, H. A. Webster, Montpelier.

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk. Secretary-Treasurer, Alex. K. Schaap, 617 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, Clarence. E. Irwin, 150 No. F street, Wheeling.

WISCONSIN—Officers to be chosen.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

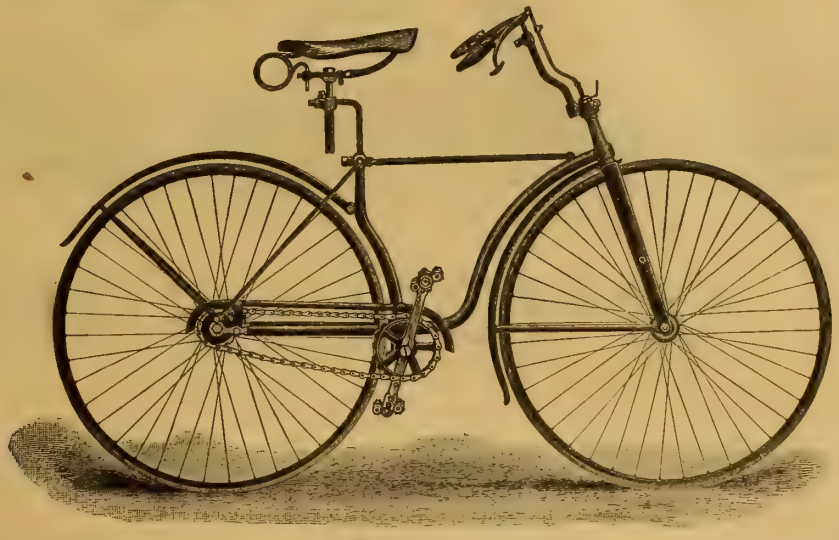
"It is excellent discipline for an advertiser to feel that he must say all he has to say in the fewest possible words, or his readers are sure to skip them; and in the plainest possible words, or his readers will certainly misunderstand them. Generally, also, a downright fact may be told in a plain way, and we want downright facts at present more than anything else."

The "downright facts" are these: For durability, thoroughness of workmanship and beauty of outline, the Warwick Safety stands first among high-grade wheels.

1890.

Perfection Safety

Price $135.



CATALOGUES READY **JANUARY 15**

MANUFACTURED BY

WARWICK CYCLE MFG. CO., - - - Springfield, Mass.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

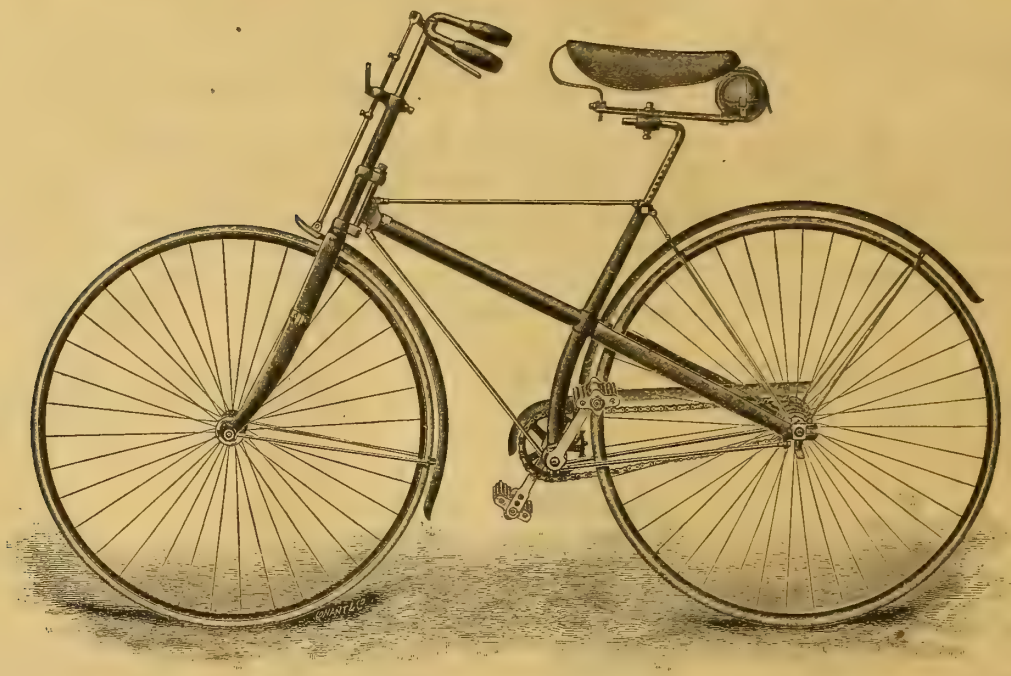
Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

UNION CYCLE MFG. CO.



THE · UNION · SAFETY.

Superlative in all its Details.

SOLICITS A SHARE OF YOUR PATRONAGE.

WESTERN BRANCH:
293-295 Wabash Ave.,
Chicago, Ill.

OFFICE AND FACTORY:
Highlandville,
Mass.

CATALOGUES FREE ON APPLICATION.

TROUBLE IN OLYMPUS:

(A DRAMA IN ONE ACT.)

PERSONÆ DRAMATIS—

JUPITER TONANS (King-Pin of the 400.)
JUNO, the STATELY (OX-EYED & Revered.)
PHŒBUS (Lamplighter extraordinary to ZEUS (JUPITER'S alias.)
VULCAN (A hard nut & FORGER—of JUPE'S thunderbolts.)

SCENE—

SANCTUM of J. TONANS (pater deorum.)
J. T., seated on a dense cloud, "poking a smipe" and enjoying a bottle of "WHITE LABEL."
JUNO—"Rigged out" with Seal Ring and Collar Button (OLYMPIAN full-dress) just starting for a TOBOGGAN slide on a RAINBOW.

Enter PHŒBUS (lately returned from his route, having disbursed a supply of "GLIM" to the goodly number of "TINKERS.") (*Loquitur*) "Most revered and omnipotent: A request would I breathe into your most royal aural appendage, upon your highly lauded beneficence and clemency relying for the grantal thereof—thus do I importune you—that the arduous duties of your servant may be ameliorated and satisfaction most complete may be acknowledged by our customers—in other words, OLD MAN, I'm on a strike, and if you don't 'hump' yourself in this biz., you can look out for another LAMPLIGHTER."

JUPITER (cum dignitate) "How now, SLAVE, dar'st thou, unto thy master, such words employ? (aside) and yet, mayhap, there's cause for language vehement and strange—I'll bide a wee and listen to his 'plaint. Speak then, VASSAL, mine ear attends:"

PHŒBUS—

"In travelling o'er m' accustomed route,
With FOUR HORSE CHARIOT graced and riding on the WIND,
Methought my pace was greater far
Than COMET'S speed or SHOOTING STAR
in fault was I for—Let me relate.

While traversing my lonely course
Through that new country, situate in the WEST,
AMBROSIA falling short—I stopped for DRINK
In WESTBORO' (Yes, a mug of PHILIP BEST.)

As I my course pursued, to my surprise
Occurred th' event which opened wide mine eyes,
For my good STEEDS, defeated ne'er before,
Were passed and distanced by mortals, full a score.

By MORTALS mounted on a NEW MACHINE.
On CYCLES, yet to me did seem,
Although familiar with the different 'makes,'
That this one surely was the 'CREAM.'

HANDS OFF, on ONE WHEEL, tricks performed 'GALORE.'
Around me WHIZZED they, free from care and woe,
Upon my head such 'CHAWF' as this did pour,
'McGINTY'S come to life and GALLAGHER' let her go.

THE NAME? I screamed, as others passed me by,
THE NAME—I never saw the like;
You didn't, HEY? yelled one who me did hear,
WELL, CULLY DEAR, this is the BRONCHO BIKE.

THE 'BRONCHO' BIKE, 'fore which all others pale,
THE 'BRONCHO,' famed for BEAUTY, FINISH, SPEED,
THE 'BRONCHO,' knowing no such word as FAIL,
A LIGHT, STRONG, SIMPLE, WELL-BUILT, TRIM, STEEL STEED.

And now, JUPE, 'OLD ROCKS,' I'm going to have a BRONCHO SAFETY BIKE, or I'll make OLYMPUS 'howl.' They're made by THE WHITE CYCLE CO., of WESTBORO', MASSACHUSETTS (that's over in NORTH AMERICA). The price is $135, and if I get my order in on my next trip, I can get the BIKE April 1st."

JUNO (*Loquitor.*) "Yes, JUPPY DEAR, the boy's right—he must have a 'BRONCHO,' for it will never do for anyone to OUTSTRIP him—by the way why can't VULCAN make one in the BLACKSMITH'S shop." (Summon him). (A METEOR, with a note tied to it, is 'SWISHED' VULCANward, and THE 'TUF NUT' enters a sixtieth of an INSTANT later.

JUPITER—"'Tis salubrious—PRITHEE, VULCAN, tell me, can'st fashion for 'HIS GIBLETS' here a STEED of STEEL like unto the 'BRONCHO?'"

VULK—(the egotistical OLD KUSS)—"Oui, Oui, M'sieur, une BICYCLETTE, tres 'WOOZY' and 'GIDDY GOLUMPY' (comme On dit en VOLAPUK)."

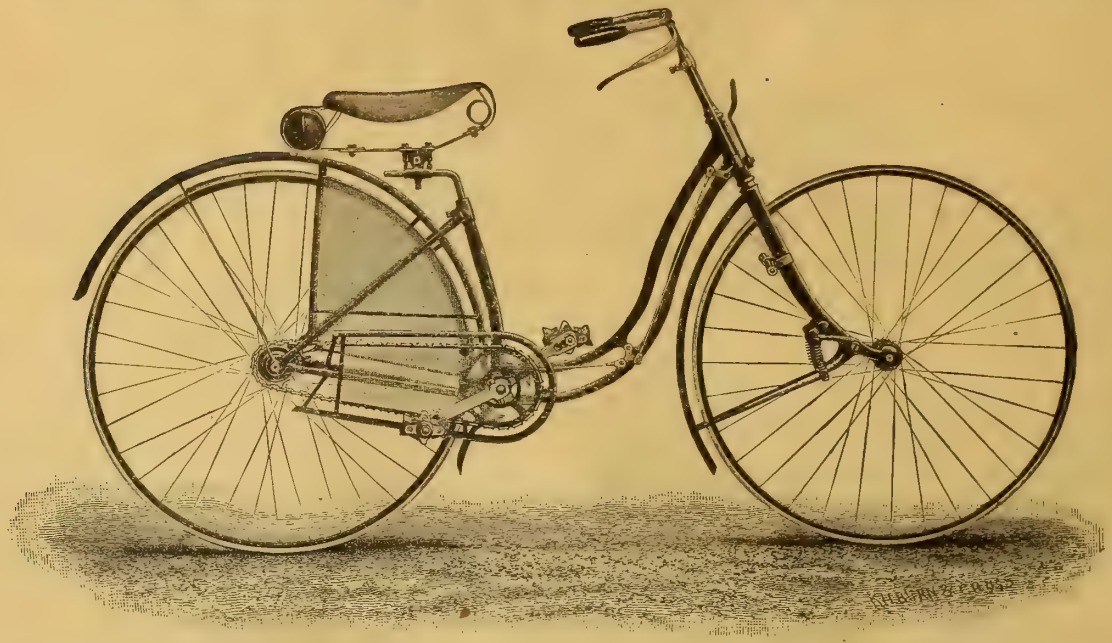
JUPITER TOJAMS—"'Tis well. Go to:"

(To be continued next week).

Send for CATALOGUE, AGENTS' TERMS, PICTURE of "JACK," and PICTURE of "SKOOKUM," to

White Cycle Co., Westboro', Mass., U. S. A.

NOW READY!



COLUMBIA LADIES' SAFETY.

An appropriate companion for the Columbia Light Roadster Safety, affording the same perfectness of design, manufacture, and finish, backed up by our unquestioned guarantee.

These machines are now on exhibition at our retail stores in Boston, New York, and Chicago, and also at most of our principal agencies.

The interest shown by the ladies in cycling is rapidly increasing, and every lady should own a Columbia Safety.

Our beautifully illustrated catalogue for 1890, containing full description, sent free.

POPE MFG. Co.

77 FRANKLIN STREET BOSTON.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 7 FEBRUARY, 1890.

Volume XX.
Number 15.

135.00?

Yes, it is a good deal of money.

Surely you ought to get a good bicycle for so much.

It ought to be the highest grade possible in all respects—certainly all interchangeable.

By the way, there are only two of the many safety bicycles on the market that are interchangeable.

Victors are.

You ought to buy your bicycle of a maker who is known to be financially responsible, and consequently whose guarantee is good.

Don't pay 135 00 to a beginner.

Let him experiment on some other fellow.

Victors have won their supremacy fairly. Ask Victor riders.

Catalogue free.

OVERMAN WHEEL CO.,

BOSTON, WASHINGTON.

Office and Factory, CHICOPEE FALLS, MASS.

THEY CAN'T JUMP ON US.

It is no uncommon thing (we understand) for poetry, both natural and artificial, to be rejected in cases where payment is expected *by* the author. It is rare, however, if it don't go when payment is expected *of* the author, and when it *don't* you may next see an undertaker refuse to sell you a coffin.

The following correspondence explains itself (something which the late Mr. Browning rarely did):

CLEVELAND, Ohio, Jan. 2d, 1890.

STERLING ELLIOTT, Newton, Mass.:

Dear Sir—Your catalogue and usual style of advertising are unique, and please me so much that I cannot see you slop over without at least an attempt to save you. There *are* people who *can* write poetry, why not let them do it? The demand is not great. The supply is always in excess, and prices rule low. Why flood the market with shopworn goods? Yours,

H. T. SLOCUM.

Mr. Slocum, no doubt, referred to our ad. of Dec. 27th. We can but feel a touch of friendship for even a stranger, who so kindly stretches out his type-writer to snatch us as a brand from the burning——desire we have to some day do contract work for the sozodont people. That it was nothing extra we will admit, but when, as was several times the case, a man says it was the worst he ever saw, it shows that he has never read the *other* "sweet singer of Michigan." We have been over to the City Hall and taken out a poetic license, and propose to use it. It is unpleasant enough to have such letters as the above sent direct to this office, but when friends who have gotten into our confidence, (which we may have carelessly left open at times), try to induce members of our family to slop us—well, we don't stop worth a cent.

The wire spokes were all to blame,
As through an Eastern village came,
A youth who bore, with nerve and gall,
Inscribed with this, and that was all,

HICKORY!

A banner of his own design,
Adapted to his chosen line,
And which he always held on high,
Intending to promote the cry,

HICKORY!

E'en though such men as Mr. Pope,
And others of the Colonel's scope,
Could see for him no chance to win,
He still stood up to shout again,

HICKORY!

He was assailed on every side,
And though the wheelmen thought he lied,
He always talked and prophesied
That, in good time, they *all* would ride

HICKORIES!

Try not the wood the old man said,
Into such nonsense don't be led,
But down the street the youngster fled,
The banner held above his head, was

HICKORY!

The public didn't care a cent,
And this to him new vigor lent,
As onward through the town he went,
The cry, with which the air he rent, was

HICKORY!

The months soon lengthen into years,
And people having calmed their fears,
Can hear of naught, with chain or gears,
That half so easy runs or steers, as

HICKORY!

He still repeats the cry he uttered
While working in a shop more cluttered,
Nor eating bread 'twas ever buttered,
Yet even then he faintly muttered,

HICKORY!

When he is dead and hence respected,
And wire men are all dejected,
The wheelmen then will have elected,
To bless the man who resurrected

HICKORY!

One of the least desirable qualities in a man is *just what you want* in a bicycle, namely, toughness, and in the hickory wheels you have it. These wheels don't buckle, don't get loose, don't rattle, don't forget it.

STERLING ELLIOTT, = Newton, Mass.

P. S. Our catalogues are as free as water, and about as nourishing.

Holmes' Thigh Stocking.



Price $2.50.

Double heel and toe.

Send Stamp for Catalogue.



KNEE PANTS.

(Patented.)

810. Heavy Rib,

Improved double seat and pocket.

FULL PANTS.

(Patented.)

828.

Heavy Rib.

Improved double seat, strap & pocket.



No. 884. Heavy Rib.





3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.

3—1. Black, navy, grey mixed, stocking, $1.25.

1—1. Black, navy, grey mixed, stocking, $1.00.

Athletic and Gymnasium Garments Manufactured by

HOLMES & CO., 109 Kingston St., Boston.

SEND IN YOUR NAMES EARLY AND AVOID THE RUSH.

Our 1890 Catalog will be out early in February, and will contain the most complete list of sundries ever advertised; all prices at or below Eastern Figures; also a complete line of the latest makes of high grade machines. Parts for repair of all known makes of wheel always in stock. Don't forget to write.

ST. LOUIS WHEEL CO., 311 N. 14th St., - - ST. LOUIS, MO.

SPECIAL.

All Advertisements in this Department 20 cents a line.
☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



Send 25 cents and get one of the

New L. A. W. Lapel Buttons.

Made of rolled Silver Plate, oxydized. Very neat and serviceable.

N. H. GIBBS,
Box 632. **PROVIDENCE, R. I**



L. A. W. BADGES,

The official design in solid gold. Prices, $2.50, $3.50, $5.00 and upward. Patented. Send for free Catalogue and address orders to

C. H. LAMSON,
177 Middle St, Portland, Me.

IF you want to buy, sell or exchange your wheel for books, stationery, type writers, organs, buggy, cigars, etc., write to JOHN G. ZOOK, LITITZ, PA. He has the best second-☞ list in the U. S. A $250 Humber Tandem, used 50 miles, at any reasonble offer, and a score of other bargains. Don't buy before you write to him. Kodak Camera wanted.

WANTED—Good Second-hand Columbia Tandem Tricycle, and several Columbia Light Roadster Safety Bicycles. Write us your rock bottom figures for cash, and describe condition of machine fully. HART CYCLE CO., 811 Arch St., Phila., Pa.

WANTED—An A1 Bicycle Machinist. To satisfactory party, liberal wages and steady work will be given. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th St., New York City.

BARGAINS IN STAR BICYCLES — Write J. T. STARR, Coldwater, Mich.

FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, $14.0, $15.00, and $16.00. Cutters, Home Trainers, etc. Send for circulars. M. A. WOODBURY, Bradford, Pa.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

We Have Got the Grip,

But it is not the same as the prevailing fashionable disease. It is in the shape of a

TOE CLIP.



RANKIN PAT. TOE CLIP.

They do not Grip so that you cannot get your Feet off when you desire. In fact it is the easiest thing imaginable. It will improve your riding, as you can add about 25 per cent. pressure on your pedals.

Be Fashionable, Boys, and have the Grip. The expense is Light. They will keep your feet from slipping off the pedals, and save you many a fall.

Agents wanted. A big thing for hustlers. Liberal discounts to same.

RANKIN & BRUCE, Sole owners & Man'f'turers
Box 103, PROVIDENCE, R. I.
Mail orders Postage Paid, per Pair, 50 cents.
Waste basket full of references if you want them.

FOR SALE OR EXCHANGE!

In this Department, 15 cents a line. ☞ Cash must accompany the order. ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

HIGHEST offer over $75 buys 56-in. Victor Light Roadster. First class condition. F. L. HARRIS, North Brookfield, Mass.

WANTED—A good Safety; Columbia preferred. CHAS. A. WIGGINS, Baldwin Locomotive Works, Philadelphia.

WANTED—A Pony or 30x24 Star. Address W. H. JONES, 141 Main St., Zanesville, O.

'89 PATTERN, New Rapid Safety, not ridden one hundred miles; will sell cheap. Address Box 60, Waynesboro, Pa.

TRAVELING SALESMAN WANTED — An experienced man to travel for a first-class cycle firm. A man of upwards of 25 years of age preferred. Address L. S., Bi. World office, 12 Pearl st., Boston.

FOR SALE—Expert, 50 inch, ball bearings all round; nickle spokes and trimmings, balance enamel; $65 cash; perfect condition; a rare chance. L. L. LEIGH, 197 Main st., Northampton, Mass.

REFEREE SAFETY RACER — Just out of crate; never used; a perfect machine; weight 20 lbs; cost $140. Will be sold to first bidder over $100 cash. LOUIS HILL, 1014 Walnut st., Philadelphia, Pa.

FOR SALE—Caligraph; used by one person for a few months only; good as new. Original cost $85; will sell for $50. Apply at office of Bicycling World, 12 Pearl street, Boston.

A. O. VERY,

New England Agent for the

Warwick "Perfection," "Union"

—AND—

"Giant" Cycles.

—ALSO—

The Standard Sewing Machine

173 Tremont Street, Boston.

AGENTS WANTED.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,
118 Warren Street, New York.
Mills, Bouckville, Madison Co.
ESTABLISHED 1865.

NEW AND SECOND-HAND
Bicycles and Tricycles.

Get our prices on second-hand wheels before purchasing.

REPAIRING

of all descriptions at reasonable prices.

SIDWELL & SABEN

182 Columbus Avenue,

BOSTON, - - MASS.

REPAIRS. 10 per cent. off on all Repair and Refinishing work received before March 10.

We Do This to Keep Our Shop Running.

BARGAINS.

Psycho Tandem Safety, all plated except wheels; all balls; tires perfect; an elegant machine,	$175
American Rambler, new; all balls	105
Columbia Safety, new, latest model	115
Victor Safety, fine machine	80
48-inch American Challenge, all balls	55
50-inch New Mail, almost new	85
58-inch Victor, new	85
1 Hickory Safety, almost new	60
48-inch Expert, especially built for fancy riding; nickel finish	60
52-inch Victor, half nickel; all balls; as good as new; only	65

HOLLAND & HAVENER,
WORCESTER, MASS.,
Manuf't'rs of BICYCLE BELLS and HOISTS.

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ESTABLISHED 1845.

Is the oldest and most popular scientific and mechanical paper published and has the largest circulation of any paper of its class in the world. Fully illustrated. Best class of Wood Engravings. Published weekly. Send for specimen copy. Price $3 a year. Four months' trial, $1. MUNN & CO., PUBLISHERS, 361 Broadway, N.Y.

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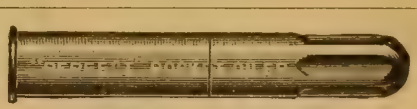
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GENERAL OFFICE: 361 BROADWAY, N. Y.



This oiler resembles our "C & D" Pocket Oiler, although on a smaller scale. It consists of a tube for holding the oil, fitted at the top with our patent tip which can be unscrewed to refill the oiler.

This tip throws only a small quantity at a time, and prevents all spilling and waste of oil. As the ordinary oil can throws from 20 drops and upwards at each stroke, the immense superiority of our oiler as to neatness, cleanliness and economy, will be at once apparent.

The shape and nickel finish make it the handsomest, neatest, and most convenient oiler in use.

Price, 50 Cents each.

SINGER CYCLES.

Particular attention is called to the IMPROVEMENTS FOR 1890, and especially to the following:

THE "SINGER" BALL STEERING.

THE "SINGER" SPRING FORK.

THE "SINGER" COMBINATION BRAKES.

THE "SINGER" PATENT STEERING FOR TANDEMS.

THE "SINGER" BALL PEDALS.

"SINGER" PATENT SPRING-WIRED TYRES **STAY ON.**

For full particulars of all "Singer" Cycles see Illustrated Catalogue.

SINGER & CO.,

6 & 8 Berkeley Street, = = Boston, Mass.

CHICAGO, ILL.:
SINGER CYCLE CO.,
201 Randolph Street.

NEW YORK, N. Y.:
G. A. LITCHHULT,
352 Lenox Ave.



ANNUAL ANNOUNCEMENT!!

As for several years past, before the season opens we offer a few

NEW MAIL ORDINARIES,

taking Other Wheels in Part Payment. This gives wheelmen an opportunity of *realizing for their* old mount more than any other way and obtaining a New Mail, the reputation of which is too well known to need description.

Describe fully your wheel, stating size, condition make, and your valuation.

SEND FOR NEW MAIL CATALOGUE.

WM. READ & SONS, - - 107 Washington Street, Boston.

THE BICYCLING WORLD
FOUNDED 1879
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 7 FEBRUARY, 1890.

THE continued "England and the Continent A-wheel" article was crowded out this week, as were several other articles. We must ask our regular and occasional correspondents to condense their communications as much as possible. We give more space than we like this week to the "polo row" in Connecticut, but as a matter of what might be termed justice we print "Pryer's" letter, but with that letter the controversy must cease.

WE await with interest the decision of the Supreme Court of Kansas on the validity of the Topeka ordinance, prohibiting cycling upon a public highway. We have always had an erroneous impression that Topeka was a progressive, enterprising place, within the regions of civilization. So much indeed was our faith in the place that we invested a little of our hard-earned savings in a Topeka scheme. But now we know why the stock has steadily declined in market value. We trust the Kansas courts will set Topeka aright, and that the good sense of its people will keep it from falling again into bad ways.

"THE war is on," so says our esteemed contemporary, the *Sporting Times* of New York. This paper then devotes nearly a column to the printing of wordy pyrotechnics, which to a mind unused to the true valuation of words would be appalling.

But we are not frightened one bit; the matter simmers itself down to a mere matter of fact, as stated in these columns before, that the League, by virtue of its being the national cyclers' organization, has the perfect right to lay down rules for the guidance of athletic clubs in which cycling is merely a component, and not only to lay them down but insist on the observance of same. On that plank the League will stand. There is no law which can prevent athletic clubs from holding all the bicycle races they choose, in defiance of League rules, but we humbly submit that the League will reserve the right to run its races as it sees fit, and to qualify or disqualify cyclers according as they may be judged by the rules of the League. On that plank, also, the League will stand.

The *Times* also asserts that "good authorities state that the action of the Racing Board regarding athletic clubs is unconstitutional." Now if the adjective "bad" had been used instead of "good," in qualifying the noun, we would have nothing to say, but as the authorities are described as "good" we must simply reply to that statement by using the expressive, but perhaps not elegant, noun, "bosh!!"

The *Times* becomes facetious, and suggests that the League "go West." No need to "go West," we are there already. Yes, and we are East and North and South, in fact the League knows no section, it is National.

The past history of cycle racing under League auspices has not been free from reproach, but as compared with the history past and present of some of these clubs which are kicking so vigorously against the movement towards purification, it is as the history of Ceasar's wife to that of Cleopatra. The efforts of the League are against the tendency towards promateurism, and the tendency of some of the athletic clubs is towards promateurism. Which is the healthier tendency?

SECRETARY BASSETT is out with a series of interrogations to certain members of the League, as follows:

1. What have you found to be the advantages of League membership?

2. Apart from general advantages, what direct benefit have you derived from League membership?

3. What practical work has the L. A. W. done in your State, and what does it propose to do in the future?

While satisfactory answers to these queries will furnish the worthy Secretary with good material for a proselyting circular, we never had much respect for the man who needs to see an exact equivalent for so small a membership fee. Still the fact remains that the question, "Why should I join the L. A. W.?" is asked by thousands, and Secretary Bassett wishes to answer it in a way that will be conclusive and convincing. If the League had done nothing else but stir up the road improvement agitation, which is now going on everywhere, it would have earned the right to demand the support of every rider of cycles.

CHIEF CONSUL BULL, in his circular addressed to the New York members on the roads improvement question, touches on a point that is worthy of a passing notice. He says:

* * * "I desire to impress upon bicycle agents and dealers the desirability of increasing the membership of the League of American Wheelmen, and the advisability of using their influence to that end." * * *

At first thought one would say that every man who derived an income to pay for his daily rations and clothing from the sale of cycles, would as a matter of business be a member of the League, and do his level best towards securing members for our organization. Alas, however, such is not the case. There are hundreds of dealers who are absolutely apathetic on the subject, and so short-sighted as not to see in the growing strength of the League a growing chance for business.

We appeal to all interested in the cycle trade to use their influence by joining the League themselves and by proselyting others. The small dealers cannot afford to keep out of the League, and further we assert they cannot afford to lose an opportunity to secure members.

In this roads improvement agitation we have a serious work. In numbers we find power. Its success means prosperity to the trade; we therefore urge on those in the trade who "cannot see any advantage in joining the League" to consider the narrowness of such views. We want to see the time when a cycle agent not a member of the L. A. W. will be a *rara avis*, a veritable "Dime Museum curiosity."

REPRESENTATIVE STANLEY, of North Attleboro', Mass., is reported to be opposed to wheelmen, and he is expected to exert whatever influence he has against the road improvement bill. There are some active, energetic wheelmen in the Attleboro's, whom we hope will mildly but firmly show Mr. Stanley the errors of his ways. We hope this Stanley is no relation of the Stanley who years ago was an enthusiastic wheelman of the same town, and at one time we think Secretary of the Columbia Bicycle Club, of North Attleboro'.

THERE is one thing we would like to see changed in the proposed new racing rules, and that is, District No. 1, as proposed, divided up into *three* districts. New England should be alone, New York and New Jersey together, Pennsylvania, Delaware, Maryland and District of Columbia another. District No. 1 as now apportioned is too large. Will the Board reconsider?

IT has been suggested that our estimate of expenses for racing men to be paid by districts was too large, and is likely to frighten some people. The figures we gave were simply used to illustrate. The average expense would be far below the figures we named arbitrarily.

THE report comes from the far West that Jack Prince recently gave a fifteen minutes' talk on "What I know about fakes." We characterize this tale as a base fabrication of the enemy. Jack Prince could not do justice to the subject in so short a time. But say what one will, Jack did enthuse the wheelmen of this city years ago, and put more life in the sport than we have had since.

VAN WAGONER'S flaunting challenge ought to bring some gamey acceptances. To challenge any amateur in the United States is throwing the gauntlet to some tune. Do not let it remain unaccepted, ye amateurs.

THE Springfield, Mass., *News* boasts of what that city once was in the cycling world. It seeks what little consolation there is in the few records still left it. Poor Springfield! It has lost its Ducker, its Hendee and its glory.

THE *Nebraska State Journal*, of Lincoln, Neb., ranges itself on the side of better roads, and gives credit where credit is due on the the matters of Roads Improvements agitation, as the following item testifies:

"Teamsters as a class have a decided antipathy to cyclists, and crowd them out of the roads and annoy them in every possible way. This is unfair and unjust. The 'wheel' has come to stay, and riders are entitled to all the courtesies of the road. In time it will be recognized that the bicycle is a boon to the owners of horses and carriages instead of an annoyance and disadvantage, as it is considered by so many at present. There is a great movement in the East toward the improvement of the public highways. The matter has been discussed with vigor and profit. In some States Governors have urged its consideration upon the Legislatures, and important results will be certain to follow.

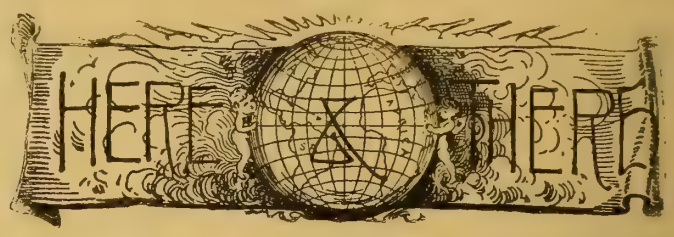
At the head and front of this road agitation will be found the wheelmen, now a large and iufluential part of the population. They are always to be found on the side of highway improvement, and their earnest and intelligent advocacy of the cause bids fair to be enough to turn the tide of public sentiment.

Road reform will extend all over the country in the next twenty-five years, and the noiseless steed will deserve a great deal of credit for bringing about the improvement."

IMPORTANT NOTICE.

(By wire to the Bicycling World.)

THE New York State Roads Improvement Association will hold a big public mass meeting at Utica, N. Y. on March 3d. Prominent speakers from different parts of the country will be present. Particulars in full later. ISAAC B. POTTER.



BOSTON NOTES.

"TONEY."

CAPTAIN ADELBERT E. JACOBS, the gentleman who wears the Captain's badge of the Malden Bicycle Club, was born in Dedham, August 26, 1864. He attended the public schools of that city until his parents removed to Malden, when he became a pupil of the schools of that city. Captain Jacobs has traced his geneology in this country to John Jacobs, who landed at Plymouth in 1623, coming in the ship Ann. A trunk bearing his name is one of the most valued relics of the first days of American settlement, and it occupies a prominent position in Pilgrim Hall, Plymouth. When young Jacobs graduated from the commercial college at the age of sixteen, he became connected with a well-known stencil manufacturing firm, and is now the general manager. His business is such as will permit him to spend but little time on outside affairs. He has never been a candidate for political honors, being contented to remain a humble member of the Malden Bicycle and the Somerville Cycle Clubs. At the urgent request of his friends he entered the mile race at Lynn in 1887, and captured the second prize. While spending his vacation in New Brunswick, in 1888, he met and defeated Fairweather, a noted crack, and finished a wheel behind Hall, the champion racer of New Brunswick. In another race at the same place he won second prize, and thus brought his racing career to a brilliant close. The Malden Club was organized in the city from which it takes its name in 1886, and was then composed of exceedingly fast riders. But since that time it has fallen off in its swiftness, and is now noted for its social affairs, rather than the part it takes in cycling. Captain Jacobs says that semi-occasionally he takes a "scorch just to see how it feels."

"WHY does Captain Peck, of the Massachusetts Club, hold his head up so high nowadays?" I asked a friend the other day, as we passed the doughty Captain. "Why, don't you know," my friend replied, "that he was recently made an uncle, and that he takes a great deal of interest in the little one's welfare?" "Talking about Peck," continued my companion, "that reminds me that Pillsbury has got the new safety, which he had built for his proposed European trip, and he is tickled with it, almost as much as Peck is with the baby. Take the two together, and they hold their heads higher than any other two men in cycledom."

THE Wakefield Bicycle Club seems to have awakened from the lethargical condition which it has been in during the past year, and its members have evidently taken a new lease of life, for instead of the club rooms being in semi-darkness, they are now brilliantly lighted up on an evening, and the merry sounds of revelry issue therefrom several evenings a week. The officers have tried to bring the members to a realization of their "slowness," and have so far succeeded as to get them to attend whist parties, pool tournaments and the like, not to mention ladies' nights. A whist tournament that was opened about the middle of the week was well attended, and everything is indicative of better days. The Wakefield Mandolin and Guitar Club, which is composed exclusively of members of the bicycle club, has been doing considerable work during the winter, and when it is not engaged elsewhere its members congregate in the club rooms and allow their fellows in the club to undergo the agony of listening to a rehearsal.

THE first annual masquerade party of the Cambridgeport Club was held in Cambridgeport last Wednesday evening, when the festive wheelmen and blushing damsels, in disguises, danced to the strains of merry music.

BY a close examination of the new racing rules, it is seen that tricycle races are done away with, and that the much abused handicapper is to get twenty-five cents for every entry. Both these moves are, in my opinion, steps in the right direction, for the former does away with a championship event that only a few wheelmen take any interest in whatever, while the latter allows the handicapper to charge enough money to defray the expenses of writing material and stamps. Another new rule is that which disqualifies a man whose pusher-off oversteps or allows any of his body to fall over the scratch. This latter rule will do away with the "Asa Windle push off," and the referee in all coming events will have to keep his eyes open to see that the act, which had become so common, is discontinued.

CHICAGO.

"THE STROLLER."

I MENTIONED in my last letter that no one could possibly tell what "E. Southerland Southside" was driving at by reading his so-called correspondence, but "E. S. S." has redeemed himself this week, as his letter is perfectly plain to all, but who would have thought he would try to imitate ———. I hope you succeeded in your laudable attempt at securing some kind of a mount gratis for the coming season, "Southside."

TOM ROE has at last caught on, and in the future will be known as a member of the Fire Insurance patrol. As a picturesque fire laddie, he ought to be an unqualified success.

I MENTIONED in a former letter that the membership of the Chicago Club was 219. I should have said 319, as that was the actual number upon the membership roll at their last monthly meeting. Next!

MESSRS. BIDWELL AND STALL paid us a short visit the past week.

MR. DAVOL leaves for the East this week. It will be long before he is forgotten in this burg, and should the East prove too warm a clime for him on his return by reason of the new racing rules, we will be only too willing to receive him back with open arms.

WAN WAGONER'S open defiance is liable to provoke as much ridicule, and cause him as much trouble in the West as Van Sicklin's egotistical challenge for a road race did in the East.

CAMPBELL is ambitious surely, but he will have to win a few runs before his challenge will be noticed by Lumsden, as his racing career at Detroit and Peoria last fall was a good deal of a fiasco, as he may recall to mind.

THE principal event of the week in social as well as cycling circles, has been the opening reception of the Chicagos in honor of their new club house. No expense had been spared to make it successful, and the club must congratulate itself over the result of their endeavor. It will be many moons before the Chicagos or any other club equal this event again. The guests began arriving at 8 P. M., and were received at the club house by the officers. After viewing the house, the guests returned to the parlors to listen to the pleasing strains of the mandolin orchestra for a few moments, and then walked to the hall a block and a half distant, the club house and hall being connected by a canopy the entire distance. The hall was even more handsomely decorated than the club house, if this were possible. At the hall an orchestra of nine pieces furnished the music for dancing, and over three hundred couples were in the grand march. Upwards of a thousand people visited the club house and hall during the evening. "Birdie" Munger looked disconsolately down from the balcony at Randall and Davis walking arm in arm and engaged in conversation, and doubtless thought that the hatchet was buried indeed. An elaborate supper was served to all and it was well on to morning before the last carriage rolled away its tired but pleased occupants.

ST. LOUIS.

"LINNEUS."

THE movement is gaining ground to revive the famous Manchester-to-the-Pump road race on an extended scale next season. A number of prominent riders, as well as the local dealers, are already taking a lively interest in the event. If the race is run it will be held some time during May, and with the regular fall meeting of the Track Association, will keep our racing men from seeking other fields for competition.

ONE by one the old stand-bys are dropping off, and prominent among them is Arthur Young, whose name as a wheelman, poet and hill climber was known in all parts of the country. "Art." was the oldest rider in the city, and began riding away back in '79, on a boneshaker. He was the first person to ride a bicycle to the county line, and when it is remembered that the wheel had only a flat piece of garden hose for a rubber tire, the feat stands unparalleled.

A FEW days ago a big sensation was created here by the discovery of an old note due the State for about a million dollars, for money advanced during the early days of railroad construction. Investigations into this matter show that the State, previous to 1865, spent over $20,000,000 in aid of railway building. Glancing at these stupendous figures, I am forced to think what an excellent system of rock roads we would now have had only one-fifth of the sum been expended for that purpose, and what a lasting benefit it would have been to all the farmers and other inhabitants.

RUMOR has it that a new sporting resort is to be established on the Meramee River, in the southern part of the county, at the junction of that river and the Leway Ferry road, on an eighty-acre tract owned by Michael Baum. A large building is to be erected near the river bank, which is to be fitted up as a holel, with facilities for billiards, bowling, shooting and a number of other conveniences. A bicycle track is to be built on the grounds, and every inducement will be made to interest wheelmen in the affair.

IT is amusing to see a little town that makes any pretensions to future greatness, publish a highly colored folder showing its fine railroad systems, a page or two about its climate, agricultural, dairy and mineral products; but how often do you see a single mention of a matter which is of prime importance to every settler —the wagon roads? Not one in a thousand cases, I'll warrant.

LIFE at the clubs is rather quiet, but great preparations are being made for the opening of the new home of the Cycling Club, to be held some time next week. The members have been very busy the past week superintending the fitting up of their quarters. The Missouri Club has once more settled down to its normal condition, and a talk with President Chauvenet convinced me that the club will always be distinctly a bicycle club. The club has no debts, there is money in the treasury, and an income in excess of expenses.

LAST week the members of the Cycling Club, and other invited guests, repaired to the residence of Albert J. Emery, an old and respected member of the club, and presented him with an oxydized silver shaving set, in commemoration of his 23d birthday. Geo. H. Lucas made the presentation speech, to which the recipient responded. Presentations were also made by A. J. Gilmore, on behalf of the Rumsey Owls. Dancing was then resumed, and kept up to the wee small hours. At 12 o'clock the guests sat down to an elegant supper, at which stirring speeches were made and toasts drank.

YOUR remarks regarding the necessity of immediately organizing the Divisions belonging to the various districts for the purpose of holding the championship races, are very much to the point and should have the prompt attention of all the persons interested. In this district which includes Missouri and Illinois the organization should be perfected at once, and as a means of starting the ball rolling I respectfully submit the following: That a joint meeting of all the delegates in our district be held at some centrally located point, such as Springfield or Chicago. That the auxiliary Racing Board be chosen or recommended for appointment, and that the question of raising funds be fully discussed, as well as the awarding of the championships to the city making the best bid. As officers of the auxiliary Racing Board, I would recommend H. G. Rouse, of Peoria; E. N. Sanders, St. Louis; ——, Detroit; ——, Cleveland.

NEW JERSEY NOTES.

"NITRAM."

IN last week's issue "Ariel" remarks: "New Jersey thinks she can get up a Road Book cheaper than the Pennsylvania-New Jersey-Maryland edition, and will try it. By the time they are through with the contract they will be sadder and wiser men." Let it be thoroughly understood that New Jersey is not after a cheaper book; we want nothing cheap, and any improvement tending to advance the interests of cycling, we are bound to have. "Ariel" will please remember that it is possible to make an article appear altogether too cheap in more respects than the price, and some things are dear at any price. As to our being "sadder and wiser men when we are through with our contract," we can see not the slightest reason for sadness, but excellence will be the result of the New Jersey Road Book Committee. "Ariel," however, is not one of those from whom we shall expect an acknowledgement of wisdom. "Ariel" seems to have forgotten that experience

is a great teacher. Nevertheless, I am willing to admit that the very experience of the Pennsylvania Division in preparing their book, and to which he refers, has been of immense value to this Division, and thus, at this early stage, some of our wisdom is already shown. It must be admitted that we are candid. Honest criticism is expected, and furthermore, it is invited, because it will tend to point out to us our errors, but dissatisfaction at our independence is not criticism in any sense.

At the annual meeting of the Owl Bicycle Club, of Bordentown, last month, officers were elected for the ensuing year.

The entertainment given under the auspices of the Elizabeth Wheelmen, on Monday evening, February 3d, was a rattling big success, every seat in Library Hall, in which the entertainment was given, being sold before the doors opened. Large delegations from the Plainfield Bicycle Club and the Atalanta Wheelmen were present. The attractions of the evening were Marshall P. Wilder, humorist; the Perry Brothers' Royal Swiss Bell Ringers; instrumentalists, soloists, duetists, and the Misses Bender, vocal duetists and soloists. Every part was very well rendered and called forth a good deal of applause. A novel feature was the programme. As a result of this entertainment the club will add about $100 to its treasury. After the entertainment was over the visiting wheelmen were entertained by the E. W. in their club house.

In connection with the immense fair to be held by the Plainfield Bicycle Club on Feb. 21st and 22d, a handsome almanac programme will be issued. Editor-in-Chief Thos. S. Burr is busily engaged with the work and means to make this the one great effort of his life.

Probably at no time during this winter have the members of the Plainfield Bicycle Club enjoyed a pleasanter time at their popular Saturday night jamborees, than that of last Saturday. The committee in charge had prepared a very delightful and unique programme. A large camp fire--sans the fire—was rigged up in the centre of the room, with a kettle of hot clam broth suspended from it; around this the boys sat on a large rug, and with the gas turned low it presented a very unique sight. The Club quartette started the ball rolling by rendering a selection from "Oh! My, Never Mind, What Did the Band Play?"

About four months ago a new club was organized in Trenton, called the Mercer County Wheelmen. This club now has an active membership of 40, and a very cosy club house which is handsomely furnished.

The Camden Wheelmen gave their annual banquet at the Colonnade Hotel in Philadelphia, on Thursday evening, Jan. 16th. President Wm. Northrop presided, and Mr. Jos. M. Engard acted as toast master.

CHICAGO NOTES.

"ALERT."

The Chicago Cycling Club formally opened their club house last Thursday evening the 30 ultimo. To say that it was a success, is hardly necessary as the earnest work of the club's committees made failure an impossibility. A large contingent from the other clubs of the city were present. The reception was held in the club honse and dancing was the "order of business" at Rosalie Hall, which was connected to the club house by a canopy, and is about one hundred yards away. Supper was served in "The Cafe of Roses," and was liberally patronized by about four hundred and fifty guests, all of whom expressed themselves as being abundantly pleased with the house, dance, service and themselves. This is without doubt the largest and most brilliant affair of its kind ever given by the club and may well be classed as one of the red letter occasions, and one which the members may look back upon with a feeling of pride, and without a single regret.

The "Stroller" has again laid his head on the block by averring that there is discord in the Illinois Cycling Club and that in the race for the captaincy the pace was too hot for Street, who was forced to drop out, leaving only Mr. Arthur in the field. This is an unqualified falsehood and well befits the source from whence it emanates. If need be, I can procure the affidavits of about half of the club to the effect that Mr. Street was nominated in the face of his positive declaration that he would not serve, he electioneered for Mr. Arthur and voted for him, and was himself chosen almost unanimously to succeed himself as Secretary. What object your correspondent could have in trying to force the idea that Mr. Street is not popular in his club, I cannot conceive. He must have some sinister motive, to thus try to hit a man in the dark, when the one hit has no chance of defence. Let him learn the maxim, "Truth is mighty and will prevail." The "Stroller" also takes to task one of the *Referee's* correspondents "Utprosim," and with his usual manner he does not attempt to controvert "Utprosim's" statements, but wanders aimlessly about in the realm of the vain endeavoring to use his position to throw covert slings at the subject's devoted head. The secret of this last, is this: Some time ago "Utprosim" took the "Stroller" severely to task regarding some statements of the latter, and so tangled him up that he could not gracefully retreat, so "Stroller" silently took his medicine.

Some correspondents are full of mischief and whosoever is 'riled' thereby, is not wise. The defaming correspondent cometh forth in the morningas a lion seeking whom he might devour or defame. He hunteth through his favorite paper, wearing the while a tread-on-the-tail-of-me-coat expression and his heart runneth over with joy, if mayhap some luckless scribbler hath provoked his wrath. He peeleth off his coat, worketh himself into a great rage, taketh his favorite pen and revengeth himself upon the offending writer until his anger is appeased. He seeketh his couch and his slumber is as peaceful as a summer sea, his self adoration passeth understanding. Turneth not the worm, even the meanest of our creatures? So turneth the "luckless scribe" who received the spleen. He turneth and as the meats are turned upon a spit so turneth he the defaming correspondent even until he is roasted and he cries enough with an exceeding loud voice. So the "Stroller" playfully disporteth with the fire, until he is sorely burned, and even though he suffereth incalculable pain, he returneth once more for a fresh dose in a new place.

HARTFORD.

"CLAYTON."

A local paper, commenting upon our sociable of January 29th, says: "The wheel club has long been recognized as one of the foremost social organizations in the city, so that the unprecedented success of their sociable, held at Central Hall, last evening, was no surprise to those who attended. Everything had been done by the committee in charge to make the affair enjoyable, and their efforts were fully rewarded by the general satisfaction expressed and the encomiums of praise showered upon them. Special mention should be made of the programme of dances. It consisted of seventeen numbers, so well arranged as to please everybody. Altogether the party was as enjoyable a dancing event as has been given in the city for some time. The floor management was as deserving of commendation as any of the other features of the dance." * * *

Surely the New Haven boys must be endeavoring to rival the old Poguonacks, of Bridgeport, on the matter of uniforms. A double-breasted broadcloth coat is surely a thing of beauty but hardly a joy forever for a wheelman.

Through Mr. C. Eugene Riplee's untiring efforts, during the past week, we have organized a polo team, and will probably have a go at New Haven in about two weeks. The personnel of the team is about as follows: Wood and King, rushers; Shea, centre; Laiman, half back; Hannum or Spalding, goal. Of course, having had no practice, we expect our New Haven brethren will take our scalps, but we will try and merit the good will of "Elm City" and the rest of the boys.

Mr. James J. Grace, formerly Secretary of the Hartford Wheel Club, has severed his business connections at Kansas City, and will probably reside in this city again.

Gold medals will probably be an inducement for our boys to build up their mileage records this year.

SYRACUSE.

"SALINA."

The account of the polo game between teams from the Bridgeport Wheel Club and the New Haven Bicycle Club, as published in the last World, recalls to me the fact that the Syracuse Cycling Club possesses a polo team that has won many an exciting game of polo on roller skates. If any wheel club desires to cross sticks with the old Crescents let it send a team to Syracuse. The visitors would be given a warm reception in every sense of the word. Ed Haskins is a famous goal tender, and "Art" Bradley is a great rusher. With C. A. Benjamin, George H. Lloyd, Ed McDougall and George H. Harris in the field the team is a "corker."

By an error of "Salina's," last week, the initials of Mr. Harris' name (G. H.) were taken for "C. H.," and still further construed into "Club House." His right name in full is George Huntinghouse Harris.

Beneficial originalities are changes desirable in every organization, for by them the interest is kept alive. I don't exactly mean to say that we have a case of originality in the new Captain, "Bob" Judd, but the members of the Syracuse Cycling Club will discover during the next season that "Bob" will spring a few novel ideas on them. He stands over six feet in height and rides the largest wheel

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OUR NEW CATALOGUE FOR 1890 will be ready to mail about Feb. 15th. It will contain besides a complete description of the Eagle, some excellent articles on "Vertical Position," "The Art of Pedaling," Ankle motion, etc., which will be of interest to every wheelman.

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in the club. Captain Judd has the high respect of all the members, and will command his men with a sternness and dignity becoming his position.

Edward Parenial Hopkins ran up from New York to attend the Liedukranz bal masque and visit his friends.

President F. H. McChesney called to order the February meeting of the Syracuse Cycling Club, and manifested his ability to fill the chair. Captain Judd instructed Bugler Penn to organize a bugle quartette; quite a novel idea, I think

BISON CITY.

"SETAGAG."

The riders in this part of this country are very emphatic on the promateur question, and learn with pleasure of the favorable result of the Chicago meeting of the L. A. W. Racing Board. One of the leading racing men of last season came from this part of the country and of course was a promateur, though a League member, we believe. When there is a promateur within a hundred miles of a point where any racing event is to come off, he, on account of his superior training and "expenses paid," generally spoils the event for equally as good men who do not have these advantages. This has been shown at Chicago and other places in the past. There will be a number of fast men in this locality next season, and we expect a fine track to race on. So far as Buffalo will be concerned there will be small chance for the paid amateur racket. But we are very thankful that the Racing Board took this decided stand and hope to see them carry out the idea.

There will probably be a series of tournaments conducted here, under the management of the Ramblers, as they expect to build a half or quarter mile track, and one that fast time can be made upon. If the annual League meet is held at Niagara Falls next July, as expected, there will be a tournament here immediately after, and we hope that the district League championship will be run at that time. There will also be tournaments by the other clubs, probably one each, and it has been stated that the popular Athletic Club will build a bicycle track on its oval, and hold some cycle races with all of its field days.

The Sunday editions of the *News* and of the *Courier* have well conducted cycle departments, which are much appreciated by the wheelmen here. This is one reason why the leading wheel papers have not regular correspondents in the Bison City. The sporting editor of the *News* is C. A Ap Griffiths, an Englishman, and well posted on all sports; in fact, he is authority on all sporting matter, and wheeling of course. Mr. C. G. Batchelder, who occupies the same position on the *Courier*, is also a wheelman, and an old member of the Ramblers. The *Express* has but few cycling items on its sporting page, and they are furnished by one of the leading local wheelmen, who has but little time to devote to it.

The Zig-Zags are hustling, and have a very pleasant little club house near the park entrance on Thirteenth street.

The reception of the Ramblers Monday night was largely attended, about four hundred visiting the rooms of the "hustlers" during the evening. All spoke highly of their pretty rooms, which we have described in a former letter; the large gymnasium came in for much favorable comment. At half past eleven the gymnasium was cleared and Kuhn's orchestra took their position, and dancing was commenced. The large, roomy "gym." proved very convenient for the purpose, and the "brave and beautiful" tripped the light fantastic till three in the morning.

The Ramblers' "Gym." was formally opened on Tuesday evening, with Michael Brunner as instructor. The acrobat programme was much enjoyed. The Ramblers' pool and billiard tournament is in full progress, and the "sharks" are working hard to establish their records and get the valuable prizes offered. Jolly Burt Minton is referee.

The Buffalos made well out of the two boxing bouts that were held at their gymnasium, and are thinking of having another soon, as two young rising pugilists desire to settle by contrast their sparring ability. Both the leading clubs have one or two good boxers. Why would not it be a good idea to arrange a little match between them, say use eight-ounce gloves?

The appointment by Captain McChan, of the Ramblers, of W. A. Houck, as First Lieutenant, does not suit many of the other appointees, and several of these appointed have resigned, while many of the members, among which are some of the best riders in the club, have decided not to ride in club runs this season unless the appointment objected to is changed, and I understand that some of their racing men will not ride in the team either, unless the change is made. It is also claimed that the First Lieutenant is a professional.

The Ramblers are going to raffle off a tandem bicycle, and have already sold several hundred tickets at fifty cents each. About a month ago the Ramblers won a gold watch worth $—, and now they have decided to raffle that off, limiting the tickets to 200, at half a dollar each, none but club members to be allowed to purchase, and no member over five tickets. They have already disposed of three-fourths of them.

NEWS AND COMMENT.

Governor Brackett, of Massachusetts, has sent into the Council the name of one of our oldest wheelmen, Thos. H. Wakefield, for Trial Justice at Dedham, Mass. It is thus that we find the friends of the wheel gradually filling important public places. Mr. Wakefield will fill the judicial chair well, and mete out even-handed justice.

Europe is not alone to have the honor of using cycles for military purposes, for the District of Columbia, taking advantage of Washington's smooth streets, intends to mount its signal company of the militia on safeties.

The Omaha *Democrat*, not to be outdone by its Eastern contemporaries, has engaged a respectable old lady to endeavor to make the tour of the world in one week. She will leave Council Bluffs on a bicycle so soon as the roads are improved, fully equipped with cigars, chewing tobacco and other articles necessary to travellers. She will carry a pontoon bridge along to facilitate the crossing of rivers and other bodies of water. Any courtesies extended her in her travels will be fully appreciated. Officers of the law are urgently requested to refrain from arresting her on any pretext whatever, as, owing to the limited time allotted for her feat, the slightest delay might prove fatal. The old lady is now in training, and Col. Prince and other connoisseurs who have seen her say that she'll be in great form by the time when it is necessary to start."

"Is there a wheelman in the delegation?" asked one of the committee. "Why?" asked another. "Because, if there is he would be the proper person to act as spokes-man."—*Wheelmen's Gazette.*

Down in Wheeling, Va., indoor racing seems to be flourishing, but with the numerous headers usually accompanying such contests. The local papers even grow enthusiastic in describing "beautiful headers."

The Pennsylvania Bicycle Club's prosperity is evidenced by its application for a permit to add to its already commodious club house.

Merrihew, of Wilmington, Del., if the report which reaches us is true, is after Van Sicklen with a sharp stick. If Chicago's man does not fancy fifty miles as the distance, Merrihew will make it twenty-five. Anything to get a race. We hope he will not be disappointed.

General Ordway in a recent interview says; "The work of militia is largely in cities, and the work of the District militia would naturally be on our streets. These are perfectly adapted to the bicycle, and by means of these swift and silent steeds a number of men could be sent to any given point in a very brief period of time." If other cities would only follow the excellent example of the Capital and give their citizens equally good pavements, cycling would assume the same practical and utilitarian aspect it does there.

Judge McDonald, of Kansas City, thus gives his views of the Roads Improvement question: "I am in favor of Jackson County issuing five million dollars' worth of 4 per cent. bonds and expending the five million dollars on the roads of the county. With five million dollars we could grade and macadamize most of the roads leading to Kansas City. * * * The assessed valuation of Jackson County is now something over one hundred million dollars, and with an expenditure of five millions on roads I will guarantee to raise the valuation of property to more than two hundred million dollars."

Messrs Cossum and Perkins, of the National Rights and Privileges Committee, will appear before the proper Legislative Committee at Albany to push the claims of the bill which they have formulated and presented to the New York State Legislature.

The two highest mileage records, of Cincinnati riders, for 1889 are. 3267 miles for W. C. Munro, and 3115 miles for J. P. Petty.

The Whitinsville (Mass.) Bicycle Club is one of the newest and most active in the State. This evening (the 7th) the club will hold a donation party at the new club rooms in the Dudley block. The ladies will be present in full force, and no doubt the donations they will bring will do much to adorn and enhance the beauty of the rooms. The entertainment will consist of music and whist. The

by-laws are strict on not allowing resident non-members the use of the rooms. This rule only applies to the male part of the population, as ladies, whether members or not, will always be welcome. Three years ago there were only three cyclers in Whitinsville. Now there are over seventy and more a-coming.

GOVERNOR CAMPBELL, of Ohio, has expressed himself to Mr. Cossum in favor of a bill looking towards the improvement of highways.

WE hear that the Scranton, Pa., Bicycle Club are discussing the question of extending an invitation to the League to hold its annual meeting in that city this coming summer. The movement has not yet crystallized into organization. The matter will at least be pushed far enough to ascertain whether the citizens would stand by the club in the undertaking.

WE welcome among our exchanges the *Cyclist*, a monthly cycling journal which has for its editor and proprietor "good old" Joe Goodman, of Hartford. The initial number is before us, and we have words of commendation for same. The articles are timely and well written, and the editorials terse, crisp and to the point. An excellent likeness of Mr. D. J Post, the energetic Chief Consul of Connecticut, adorns the pages of "No. 1, Vol. I." We wish the *Cyclist* long life and a prosperous future.

WE give below an extract from a private letter, showing the influence of bad streets, from a bandsman's standpoint: "English bandsmen, you would look with pity on your American cousins if you saw them on the march. The streets are so badly paved that it is next to impossible for a band to play while on the march, so they invariably take the sidewalk, which is not much better."

OUT of the membership of the Philadelphia Bicycle Club a new club has been formed and chartered under the name of the Philadelphia Cycle and Field Club. It is intended to admit to membership only members of the Philadelphia Bicycle Club, unless the proper support is not given by them, when it may be decided to admit outsiders, but not members of any other cycling club. It is proposed to buy an out-of-town lot and build thereon. The plans of the house are now under inspection. There will be ample space for tennis-courts, and other open-air games, on the large lawn at the western side of the house, the whole property being one and one-half acres in extent, and situated on he Lancaster pike, at the toll-gate just below Ardmore, and about 1600 feet from Ardmore station, seven minutes' walk.

THERE is no better medicine than cycling for the sedentary, and a few hours a day devoted to a spin in the pure air will save many a useful, but overworked brain, from threatened collapse.

"ELNOD" of Providence, R. I., writes us that last Tuesday evening the Rhode Island Wheelmen held a special meeting to hear the report of the Uniform Committee, and after an hour's useless talk the same uniform was adopted as last year. After tne meeting the boys were invited to the outer hall where the monthly entertainment committee, Messrs. Barker and Hicky, endeavored to keep everybody in good humor by a liberal supply of apple juice [are you sure it was apple juice.—ED.] doughnuts, apples, cheese and cigars. The doughnuts were prepared under the skillful hand of Mrs. A. C. Barker. During the evening Messrs. Taylor and Hudson gave a very interesting exhibition of fencing.

THE smiling countenance of Mr. Harry Lee, one of the ever famous Hartford Wheelmen was seen in the Rhode Island Wheelmen club room last Tuesday evening. He seemed to be enjoying himself and no wonder, for he was in the co npany of one of the fairest Providence ladies. *I* don't blame him for looking happy.

THE annual meeting of the Rhode Island Wheelmen occurs next Monday evening, at which time a new set of officers will be elected. The annual supper will follow on Thursday evening.

THE fourth annual concert and reception of the Harlem Wheelmen took place on the evening of January 30th, 1890. The affair was a grand success, both socially and financially. The concert alone was worth many miles going to hear. Mr. E. A. Lefebre, of "Gilmore's Band," had charge of the same, assisted by Messrs. S. Ranchfuss, Adolph Glose, A. M. Davidson and others. The grand march was led by Mr. Robert Morrison and Miss Bessie Coles. While these things were going on several members were on the lookout for recruits, and five new members were thus captured. The Harlems have made up their minds to climb to the top rung of the ladder, and "they'll git thar' too."

THE Maryland Club, of Baltimore, Md., will hold their annual dress reception on the evening of Friday, February the 14th.

ON Monday, January 26th, Henry Dietz, a member of the Chesapeake Wheelmen, of Baltimore, Md., beat the hill-climbing record (his own) on Windy Gates Hill, making the round trip four times without a dismount, and only stopping when some of his friends lifted him off his wheel.

THE officers of the Maryland Division entitled to a sitting at the National Asembly of the L. A. W., which meets at the Grand Union Hotel, New York, on February 17, are: Messrs. Albert Mott, of Baltimore; George F. Updegraff, of Hagerstown; E. F. LeCato, A. E Mealy and S. T. Clark, of Baltimore. They will probably start on the midnight train on Saturday night, February 15th.

MR. GEORGE R. BIDWELL was one of the charter members of the Buffalo Bicycle Club. Whatever Mr. Bidwell helps to organize or run is bound to be a success.

THOSE who claim to "speak by the card" state that the Amateur Athletic Union is about to resent the late action of the League Racing Board. We have ordered our suit of boiler plate, and we now calmly wait for the explosion.

FRED JENKINS, the old timer, has again changed his vocation. This time he uses his persuasive powers in talking up accident insurance.

As the time draws near for the annual meeting and election matters seem to be simmering towards the high temperature of the boiling point. We expect to see a large representation of delegates in person, as it is not human nature to stay away from a meeting which promises the elements of excitement that the coming meeting does.

A TOLEDO paper gets off a joke, which we think we have heard before somewhere. It says that "Cyclers as a rule may be called decidedly fast young men."

A COMMITTEE has been appointed by the Harvard Bicycle Club, which is empowered to arrange for a spring meet. The committee is Messrs. Spencer, Greenleaf and Davis.

THE Capital Bicycle Club of Washington, D. C., combined with the Analostan Boat Club in an annual feast on the evening of Friday, Jan. 31. There were sixty-two covers. The second act of the feast was under the care of Mr. Henry W. Olds as toast master, who managed to find valid excuses for the following toasts: "The President's Message," Edson B. Olds: "Dry Toast," Charles Richard's Dodge; "Whist or bumble-puppy," James Q. Rice; "The Chain Gang," Thomas H. Wentworth, Jr.; "La Grippe," Dr, Gabriel F. Johnson; "Mounts and Dismounts," Thomas C. Tipton. Dr. Johnson being ill himself with the grip, his remarks were read by Capt. Low. Mr. Hub T. Smith sang several of his own inimitable songs. The table was graced with a large basket of magnificent roses, the gift of the Analostan Boat Club.

THE costume party held by the Troy (N. Y.) Club last week Thursday was participated in by some thirty couples *en masque*. Some 300 spectators enjoyed the gay scene.

THE *Press* of New York prints the following: "Principal Boyden of the State Normal School here (Bridgewater, Mass.) has just been guilty of breach of authority which has created a general cry of indignation, and may endanger his office. Among the several hundred scholars are girls of limited means, who are devoting the best years of their lives to preparing themselves for the position of school teachers. The * * principal has peculiar ideas on morals and conventionalities. Among his scholars were Miss Mabel Higgins of Provincetown and Miss Belle Howard of Worcester. These young ladies had been diligent scholars for four continuous years. They came of prominent families and were communicants of the Methodist Church. They however rode tricycles, and contended that Mr. Boyden had no right to limit their acquaintances if they were assured of their respectibility. The result was they declined to give up the tricycle and were dismissed while on the eve of receiving their diplomas."

IOWA ITEMS.

"*BIRD.*"

THE Des Moines Cycling Club is endeavoring to obtain rooms in the new Y. M. C. A. Building. Should they succeed they will have most of the advantages of a thoroughly equipped club house, without the considerable expense. The gymnasium of this building will be one of the finest in the West. It is about time that the club should be getting settled in some good place.

OUR genial citizen, A. E. Hodgson, has been laid up with a severe attack of the "grippe." Fred anticipates for next year the biggest boom in the cycling line Des Moines has ever had. It is probable that arrangements will be made so the bicycles can be bought on the installment plan. It is to be hoped so, as it will be the means of many a poor "counter jumper" indulging in the pleasure of a wheel.

TALK about California's balmy breezes! Iowa has had steady riding up till January 12. Our country roads were never in better

shape than they were during December. The wheel will not get much rest this year.

I UNDERSTAND that Grinnell, of this State, with its large number of wheelmen, has not one League member. Here is a place for hard work for our League officers.

It is evident from the actions of our Chief Consul and Secretary-Treasurer that they are preparing for an active campaign this spring among the non-League members.

THERE has been some talk here of a tour next summer, also of a spring meet. Should there be a tour, which would probably be over the Spirit Lake route, there will undoubtedly be a good attendance. I do not think any definite action has been taken in regard to either.

THE races for this year's State Fair will all be short. There was considerable complaining last year about the tediousness of the long races. The prizes will be valued at about the same as last year, but will be something the boys can use, and not consist entirely of gewgaws.

DIED,

FEBRUARY 2d, 1890, HARRY E. BROWN, a founder and member of the Maryland Bicycle Club, Baltimore, Md.

"He is gone."

So the knowledge came to us, as we sat waiting in the room where he had so often sat with us. He is gone! As the dreaded words fell on us, there came over all a sorrow whose only consolation, is that we know in the great world to which his soul has gone it will meet the reward which it had so well earned here.

When one sees an old tree drop limb by limb to the waiting dust, he feels but pity for its fate, but when the sudden lightning leaps from the sky and strikes to the earth the young oak, majestic in its sturdy strength, then one feels grief and sorrow for the untimely end of one so rich of promise.

So it was with him. When God called him he promptly and unhesitatingly answered, as was his wont when there came an earthly call on his generosity, counsel or friendship.

He died in his prime, as a bird suddenly shot in the fullness of its song, when all was bright and fair and full of hope.

As one of the founders of the club we are grateful for the legacy he helped to give us. As Chairman of the House Committee, he originated the social success of the club; as its President, he added to its reputation for courteousness and hospitality; as a member of the club, he endeared himself to all.

You who did not know him know not our loss; we who knew him so well, know full well what means the loss of his genial, cheery presence. But let me fling away the pen, too weak to write his worth. He is dead, he is gone. The flower-strewn coffin has been put away.

Farewell, old comrade; no more wilt thou answer to the call of the club's bugle. You have taken your last run and have dismounted, not at the door of the dear old club house, but at the gates of Heaven. "SECRETARY."

MASSACHUSETTS DIVISION OFFICERS' MEETING.

Last Saturday the Massachusetts Division Officers met at the Clarendon Hotel, Chief Consul Emery in the chair, also present Vice Consul A. U. Robinson, Representatives I. E. Moultrop, F. W. Libby, John S. Lowell, and Josiah S. Dean, all of Boston; B. A. Barber, of Worcester; Sewell L. Ford, of Haverhill, and Secretary Charles S. Howard. After the reports of the Secretary-Treasurer had been accepted, it was voted that the Division officers were in favor of James S. Dunn, of Massilon, O., for the office of President of the L. A. W., for W. H. Emery, of Boston, for First Vice President, and for George R. Bidwell, of New York, for Second Vice President.

The following resolution wast adopted:

Whereas, the board of officers of the Massachusetts Division observes with sincere regret that there is a lack of harmony between the National Committee and the State Divisions on the same commendable work of highways, do earnestly hope tnat this lack of harmony, which cannot but result in disaster to the great work in which L. A. W. members are so deeply interested, be removed as speedily as possible.

Resolved, That while this Division welcomes any aid from the National Committee, it requests that the National Committee confer and act in conjunction with this Division's officials in all matters relating to the improvement of highways in this State.

The board adjourned subject to the call of the Chief Consul.

MISSOURI DIVISION OFFICERS' MEETING.

THE Board of Officers of the Missouri Division held their semi-annual meeting at the Richelieu Hotel, St. Louis, last week. Chief Consul Holm presided, and W. G. Wolzendorf acted as Secretary. The Chief Consul's report showed the membership to have increased from 274 to 341 during his administration, and that the affairs of the Division were in a good condition. The report of Secretary-Treasurer Kelly showed a balance on hand of $371.45. H. G. Wolzendorf read the report of the Highways Improvement Committee, and considering the short time they have been in office, a good deal of work has been done. The Road Book Committee reported favorable progress with the new road book, and they hoped to have same ready by April 1st. The publication of the book was authorized, and a vote of thanks was extended to G. A. Frohman and H. G. Wolzendorf for their labors in its behalf. A motion to instruct Delegate Brewster to cast the Division's vote for J. R. Dunn for President was unanimously carried, and the submission of a by-law creating a Rights and Privileges and a Transportation Committee was voted on favorably. "LINNEUS."

CORRESPONDENCE.

[The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]

MARYLAND'S POSITION ON ROADS LEGISLATION.

Editor Bicycling World: I find that I have, entirely unintentionally, conveyed the impression that the officials of the Maryland Division are, to quote your own words, "opposed to any action looking toward pushing a general road law." We were glad to have Mr. Perkins with us, as I hope the treatment he received while here showed, but his visit was not necessary to show "the whole-souled Marylanders that there is 'something in' roads improvement legislation." The whole-souled Marylanders were perfectly aware of it some time before Mr. Perkins arrived.

From the publication in the WORLD of January 24th it would appear that Mr. Perkin's visit has changed the supposed attitude of opposition above referred to. On the contrary, I have been to some trouble to investigate, and I find that the sentiment on the subject here is exactly as it was when I wrote you the letter published on the 3d ult.

Allow me to correct any who have fallen into the error of believing this Division or its officials opposed to any legislation looking to the improvement of our highways, however. In reading over my communication last referred to I fail to find ground for any such supposition. I said that I believed, and that the Division officers were with me in the belief, that the local committee was in a position to judge when and how to act in the matter of road legislation better than the members of the national committee, all of whom are residents of other States and comparative strangers to our present road laws and to the peculiar conditions existing in our different counties. All of this is still my firm conviction, and is proven by my investigations. Chief Consul Mott was anxious to second Mr. Perkins' efforts to the best of his ability, and he has asked the Highway Improvement and the Rights and Privileges Committees to prepare a bill for presentation to the Legislature. These committees have given the matter careful thought, and have thoroughly investigated the possibilities. The result vindicates me thoroughly. The conclusion reached is that the road laws already in existence are good, and only need enforcement, and that it would be impossible at this session of the Legislature to secure the passage of a general law, even if one which would be applicable to the whole State could be prepared and that the best course to pursue will prove that which (I believe) the committee originally contemplated—the presentation of a bill providing for the appointment of a State Road Engineer, who shall have general supervision of the roads throughout the State.

I am told that Mr. Perkins seemed to fear that his visit would be considered an intrusion. If he had such an apprehension I fear that I was responsible for it. I beg to assure him that I am filled with contrition. When I wrote the communication published on the 3d I had no means of knowing that personal visits to the different States were contemplated. A communication to the Governor of this State had been received and was forwarded promptly by Chief Consul Mott, but there was no mention, as requested, of road improvement in the Governor's message. The communication was, I believed, received too late by the Governor. Had the local committee believed that the mention of the subject in the message would have accomplished anything I feel sure they would have seen to it in time.

I am afraid that Mr. Perkins has crowed a little too soon. Unless

members of the Legislatures are very different animals in Massachusetts and Maryland, he must know that they, in common with politicians of all sorts, will promise almost anything, but that their promises are exceedingly pie-crusty. Let me assure Mr. Perkins and his associates that Maryland will always welcome any members of the national committees, and be truly grateful for any aid they give her, and that she will second the latter with earnest efforts of her own. But I must emphasize my conviction that the most valuable aid can always be extended best after consultation with the local committees. Had we been informed of the proposed visit of Messrs. Perkins and Cossum my unfortunate letter of the 3d would never have been written. It is, however, as true now as it was then, and that it was absolutely true that the opinions expressed therein were concurred in by the local committees has been shown conclusively by subsequent personal interviews. "ARGUS, JR."

PROPOSED TOUR THROUGH THE WHITE MOUNTAINS

Editor Bicycling World: I send you herewith an itinerary of my proposed trip through the White Mountains. So much interest has been manifested in it by the little item you inserted for me, that I think I shall put it through. I shall accordingly keep you posted as to my progress in the matter For the use of the ladies I shall have a tally-ho coach follow the party on each day's trip, and it shall be optional with them whether they ride by cycle or on the coach. I am now ready to hear from any who wish information. It may be a long time before I can get at the exact cost, but from estimates I do not think it will exceed $35 for each participant. The itinerary is as follows:

Saturday, August 30, Providence to North Conway, by rail; Sunday, August 31, in North Conway; Monday, Sept. 1, North Conway to Crawford House, 24 miles; Tuesday, Sept. 2, at the Crawford House (as a side trip those who wish may visit Mt. Washington); Wednesday, Sept. 3, Crawford House to Bethlehem, 17 miles; Thursday, Sept. 4, Bethlehem to Flume House, 16 miles; Friday, Sept. 5, Flume House to Plymouth, 24 miles; Saturday, Sept. 6, Plymouth to Center Harbor, 15 miles (about); Sunday, Sept. 7, in Centre Harbor; Monday, Sept. 8, the party will disband. Yours truly, GEO. R. MCAUSLAN.

Providence, R. I.

PUT IN ITS TRUE LIGHT.

Editor Bicycling World: In your paper for January 31st appears an article so unwarrantably incorrect, that I beg leave, through your columns, to set matters straight. If the circulation of your paper was small and its influence of but little moment among cyclers, I should have allowed the matter to pass without correction; but the untiring efforts of the Rambling Wheelmen of this city to create strife between the Bridgeport Wheel Club and themselves, made evident by the frequent "stabs" your Bridgeport correspondent sees fit to aim at us weekly, makes it a duty that wheelmen at large should not be misled, and the importance of those matters detailed in the article of which I speak, causes me for the first time to write you, feeling, as I do, that you will not allow a wrong impression to go uncorrected, and that the silence of the members of the Bridgeport Wheel Club has been taken for an admission by you that the charges and insinuations against us were true. I think it but right, too, that the correction should appear in the columns of the same publication in which the original misleading articles appeared.

Passing over your correspondent's report of the game between the Bridgeport Wheel Club's polo team and their brother wheelmen of New Haven, and not taking the time to reply to his remarks on the suits of the two clubs being similar, I may say I agree with the author of your article that it is unfortunate indeed, that the league should have got into trouble so soon after its formation.

"The Rambling Wheelmen have recently elected two first-class polo players as members of the club, and Manager Hudson, having lost several of his best players by sickness and removal from town, quickly enlisted them into the polo team." Thus pipes forth your correspondent, to which I reply: Electing polo players as members of a wheel club may, under certain circumstances be all right, but the election of non-riders when both the polo league constitution and the constitution of the Rambling Wheelmen forbid it, is anything but right. Moreover, these two persons were elected as members at a special meeting of the club, *called for that very purpose* and held *only a day or so previous* to the date on which the club expected to play them in its team at Meriden. A clause in the constitution of the Rambling Wheelmen expressly forbids the admission of members who are not active riders, and another clause orbids the admission of members at any but a regular meeting, so onsequently, those "two first class polo players" mentioned above, Messrs. Stewart and Spencer by name, *are not even now legally members of the club.* I have yet to learn of a single member of Mr. Hudson's team who is dangerously ill or confined indoors with any prolonged sickness. Captain A. B. Smith, of the club, who has gone to Dakota for residence there, is the only absent one, and he was not included in any team that the Ramblers have put forth for a league game this year. Every other member of the team who was one of the polo team at the commencement of the season, is now as fit to play as ever.

Moreover, while I acknowledge Spencer to be an active wheelman, we maintain that Stewart is not, and what is more to the point, Stewart tried to borrow a wheel for a couple of days before the proposed game at Meriden, telling a Mr. Brothwell, whom he asked for the use of his wheel that "he was going to play on the Ramblers polo team, and the league constitution wouldn't let him, unless he was an active wheelman." His request for the loan of the wheel was refused, Mr. Brothwell deciding, and with reason, that a couple of days' riding before a polo game did not make an active wheelman. The Ramblers did not hesitate to boast to other wheelmen of the city of their success in getting such players as Stewart and Spencer, for no one denies that they are fine players, on their team. Hearing of this the Bridgeport Wheel Club boys referred them to the constitution of the league, a clause of which states that each club, before the opening polo game of the season, shall be required to forward to the Secretary of the league a list of not more than ten men, other than whom no one shall play in the team. This is known to have been done by all the clubs except the Ramblers, but as Mr. Hudson is Secretary of the league and manager of the Ramblers' polo team, it is impossible to say whether a list of the proposed players of his team was sent by him, in his capacity as manager, to himself, as Secretary of the league, as the constitution requires.

Another constitutional clause says in effect that in case of a desired change of *personnel* in any team (meaning a change in choice of the ten members of a wheel club, who shall represent it in the polo team; such choice to be changed before the season opens, and no such change to be made after the first game of the season is played), due notice of the same shall be sent to the league's Secretary, Mr. Hudson, *and notice given by him to each manager.* While Mr. Hudson may have notified himself, as manager of the Ramblers, he certainly did not notify any of the other managers of the league, the news leaking out by some members of the club being anxious to count their unhatched chickens.

The New Haven boys, on hearing the statement made that the Ramblers were to go to Meriden with two men whose names were not on the list which had been sent in before the season opened, called the attention of the Meriden Wheelmen to the subject. The latter, being surprised and angry that the Ramblers should attempt to falsely represent the club on the floor, asked F. N. Kinney, of New Haven, President of the Connecticut Wheelmen's Polo League, to call a meeting of the Board of Directors of the league, on the night of the game at which it was proposed to play the two outsiders, January 23d, at Meriden, to decide the matter of their eligibility to play. President Kinney, who is a fair and honorable wheelman, did as requested, and previous to the game a meeting was held in Meriden, at which the directors disqualified Messrs. Spencer and Stewart, on account of being non-members of the club they wished to represent on the floor when the polo season opened. Upon this, Manager Hudson refused to play, and the directors declared the game forfeited to Meriden.

Hudson then preferred charges against the Bridgeport Wheel Club for having non-active wheelmen in its team. As a matter of fact, there are none. Messrs. Halligan, Bradley, Lockwood, Sterling, Stevenson, Hopkins, Seeley and Lyon are all active wheelmen, and none other than those mentioned have been put forward to play a league game.

President Kinney, to deal fairly on all sides, called a meeting of the Board of Directors for Sunday, January 26, at New Haven, to investigate Hudson's charges against the Bridgeport Wheel Club team. The meeting was called, and attended by all the board *except Hudson.* There being no one to prefer charges against the B. W. C. team, New Haven and Meriden feeling satisfied as to the falsity of the charges Hudson had made, the board dismissed the matter.

At a special meeting held Monday, January 27 (they are partial to special meetings when unusual business is to be transacted), the Rambling Wheelmen voted to withdraw their club from the League, and Manager Hudson sent in his resignation as Secretary. Mr. W. S. Stevenson, one of the Board of Directors of the League, has since been appointed to fill the vacancy, *pro tempore*, until another meeting of the board can be held.

In conclusion, I may say that the wheels of the League (figuratively speaking, of course) were at the commencement, too nicely adjusted to be clogged in the least by the resignation of one club,

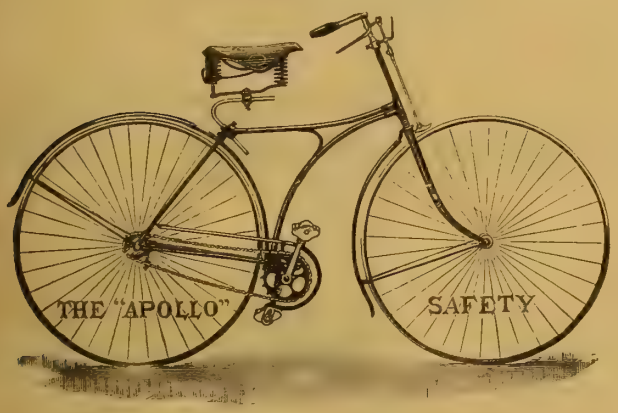
and even now the schedule is being revised to continue the season, provided that a club eannot be found to fill the vacancy. Stamford, Norwalk, New Britain and Danbury are among the cities under considera ion. The League has ably borne out the expectations of its founders in increasing the mutual acquaintance and good will between wheelmen in the different Connecticut cities.

Above, I have given the precise state of our affairs, and I trust you will present this letter through the columns of your paper, thus giving to wheelmen in general and to Connecticut wheelmen in particular, a correct view of the "polo muddle" in which the two wheel clubs of this city have taken so prominent a part; in which there is no exaggeration nor ill will. I may state in closing that my name appears on both the membership lists of the Bridgeport Wheel Club and the Rambling Wheelmen.

Yours truly, "PRYER."

[This controversy must now cease.—ED]

SINGER APOLLO SAFETY.



This week we take pleasure in presenting cut and description of a wheel designed to meet the fast growing demand for a fine wheel at a moderate price. The frame of the Apollo is a strong diamond, and the machine is recommended as a thoroughly efficient and complete safety, which has been well tested on all kinds of roads. It has proved a great success, many thousands having been made since its introduction. It is extremely rigid, has *perfect* chain adjustment, adjustable handles and saddle, powerful brake, comfortable foot-rests, etc., and is splendid value for the price charged, which is $105

SPECIFICATION.—Thirty inch wheels speeded to 54 inches; 3-4 inch patent spring-wired tires; ball bearings to all running parts except pedals; weldless steel tube frame, handle-bar and forks; guard to both wheels and to chain; brake, foot-rests, lamp holder, best combined saddle and spring, spanner. (Ball pedals, $5 extra.) Best materials and workmanship. Plated parts. Price, $105.

WE made a flying visit to Newton the other day, and called on Sterling Elliott at the home of the Hickory Wheel. We had barely time to become very much interested in what we saw before the train on which we had to return to town was due. It is a good rule to judge of the condition of any business to simply note if the demands of such business require less room than in former years, about the same space, or larger facilities. In the case of the Sterling Cycle Co. we found that the demand for the now well-known Hickory Wheels has increased to such an extent that from occupying the small shop of two years ago, the buildings shall have been increased at least two-thirds. One building which is just being completed, is as large as the one which was built last year, and which at that time was thought to be ample. This statement of bare facts carries with it a conclusion that must be of the most gratifying kind to those interested in the success of the Sterling Cycle Co. Parts of 1000 machines are almost ready to assemble, and we saw them in the different stages of manufacture. The hickory is bought by the company in its green state, and is by them seasoned and manufactured into the wheels, guards, etc., of the machine. It is our intention, as soon as the company move into their new building and get things in order, to go out again, at which time we may have more to say about hickory wheels and how they are made. We almost forgot to say that Mr. Elliott presented us with a "Dog Paralyzer," and woe be to the purp which ventures to make a meal off of our juicy calves. We will dose him.

THE Capital Cycle Co., of Washington, claim they introduce as many Psychos this season as all the rest of the high grade wheels combined. This looks like enterprise, and makes it possible for a purchaser of Psychos to get a high class safety to suit his weight and height. The C. C. Co. claim practically to make wheels to order. They will carry fourteen styles of safeties this year, twelve styles of Psychos.

THE opening announcement of the well-known Premier Safeties will be found in our advertising pages this week. Importer Johnson believes in giving others' opinions precedence over his own, and the letter of so celebrated a rider as B. F. McDaniel contains meat for every would-be wheelman, wheelwoman and wheel dealer in the United States.

WE are advised by the Overman Wheel Co. that they will not use the Warwick hollow rim hereafter, but will use a rim rolled from weldless steel tubing, as being the best fitted to their requirements.

ON Monday, the 3d, we called on Mr. A. S. Hill, the manager of Coventry Machinists' Co., at 239 Columbus Avenue, Boston, and were shown the new 1890 sample wheels of this company. Mr. Hill had just returned from England. The five different kinds of Swift Safeties which the Coventry Machinists' Co. will place on the market this season contain many improvements and novelties, notably the spring-frame Swift, which is a true diamond frame wheel, with springs to the front and back forks. The rear springs work vertically from centres placed directly behind the crank shaft bracket, taking off the vibration from the feet and saddle of the rider. It seemed as though the wheel would be the acme of comfort, but of course a wheel of this kind must be ridden to judge of its merits. All their high priced wheels are fitted with the company's new patent adjustable ball socket steering head, which must be the result of careful and prolonged study giving the wheels an especially neat appearance. The Swift Light Roadster, weighing all on forty pounds, is a perfect gem, being an exact diamond, braced from corner to corner, having 28 inch wheels with 3-4 hollow felloes, and is fitted with their celebrated tempered roller chain made especially light but looks very strong and durable. The cheap diamond frame Swift cannot fail to meet with approval from the rapidly increasing army of cyclists who are looking for something cheaper and good for less money than $135. The Lady's Swift Safety, on which the company had such an extensive run last season, has been remodeled and improved. It still maintains its chief features, namely, plenty of room between the saddle and handle bar, and is thoroughly well guarded for the dress of the rider. Taking the Coventry Machinists' Co.'s new line as a whole, we must say it is complete and for finish is second to none. We would recommend all cyclists contemplating purchase to secure their catalogue.

THE Rochester (N. Y.) Wheelmen's League was organized on Wednesday evening last week. It embraces the West End, Flower City, Lake View, Genesee and Rochester clubs. The main object of the league is to take sole charge of the following matrers relating to cycling: Legislation — municipal, State and national; highways and wheel paths, census of wheelmen, registration of wheels, prevention of wheel stealing, public rights and privileges of wheelmen, public duties and obligations of wheelmen, conduct of wheelmen in public, storage of wheels in public places. All city bicycle clubs with a membership of twenty-five or more will be eligible for admission.

THE announcement of the Capital Cycle Co., with illustrations of their twelve safeties, will appear in our next issue. Mr. H. S. Owen is now making a tour of the West, establishing agencies. They intend to have an agent in every town this year. Mr. Owen reports that their five new diamond frames are opening the eyes of cycledom. Full Roadster, 36 pounds; Light Roadster, 32; Racer, 20 pounds.

THE Gormully & Jeffery Mfg. Co. report a fine demand for their 1890 patterns of safety. The spring frame, which is their specialty, has proven all that they expected of it. We are pleased to have such fine reports of a brisk business.

THE Warwick Cycle Mfg. Co.'s catalogue for 1890 is out, and a most excellent publication it is. By all means send to the Warwick Co. at Springfield, and procure one of their '90 catalogues.

WE are told that "every boy who is a bicycler hopes some time to own a Columbia. If you don't believe it ask him."

MESSRS. HOLLAND & HAVENER, of Worcester, Mass., have opened their new store and gymnasium at 507 Main street. Mr. Holland will superintend the bicycle department, while Mr. Havener will instruct in the gymnasium. Messrs. Holland & Havener make a specialty of Columbias and Victors, and also have a well-equipped repair shop and quite a stock of athletic goods.

THE Pope Mfg. Co. have a curious exhibit in their salesroom windows on Franklin street. The "quick" is indicated by their splendid Columbia Safeties, while the "dead" finds a symbol in the mammoth skull of a hippopotamus. In a close proximity to the latter are seen the hatchet of the native who killed him, his eating dish, an armlet and a bracelet, and a blanket made from the bark of a tree, hammered into a pulp and stretched out by hand. The skull and other articles were sent from the interior of Africa, near the Zambesi river.

MESSRS. BRETZ & CURTIS write us: "Although our advertisement has been in the WORLD only a little less than a week, we are reaping great benefit already. * * * Our Mr. Curtis starts West next week to establish agencies in the larger cities. * * * We will not be able to deliver machines before March, but by that time they will come in quantities, so that no delay will be experienced in delivering." * * *

SOME few weeks ago we printed an item from a Connecticut gentleman calling for a companion to tour to the Pacific coast. Among the answers the following was received which we print verbatum, suppressing names: "Dear Sir i seen your address in the Bulitine and that you Wanted to go to pecific coast and i thought i Would write you saying that i was your hulcubery i Want to go to Washington Teritory i have a Brother liveing there and that you Wanted a fellow belonged to the league i havent joined yet but i am a gointo just as soon as I am old enough that will be in January in 1890 and that you want to go in 110 days i think you can make it in that length of time i have got a bicycle 52 in i Wanto know When yow will go through hear that is whether you Will come cioth to ———and give me all the pictulars of your Trip now Write as soon as possible From —— —— Yours respectuful Write Soon as you can

CAPTAIN GEORGE D. DOBBIN, of the Camden Wheelmen, has recently purchased an Eagle, on which he expects to fly during the coming season.

IN the West Jersey Cyclers, of Camden, N. J., the Star is in the ascendant. There are only three ordinaries in that club, the rest being Stars and safeties. The Star predominates.

THE Perfect Pocket Oiler is undoubtedly one of the best pocket oilers made, manufactured by Cushman & Dennison. Wheelmen should not be without one, as they are the most convenient oilers in use.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

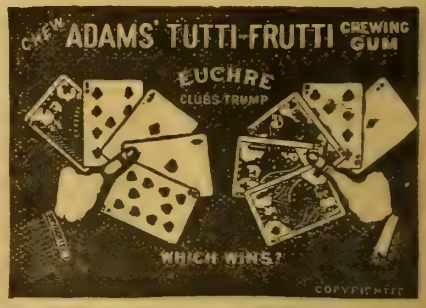
One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unneccessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.
* * *

Wanted to Purchase.

The subscriber desires to purchase a few of the following wheels, 1889 pattern. Columbia Light Roadster Safeties, Columbia Tandem Safeties, Columbia Tandem Tricycles. Must be in best possible condition. I will pay cash, or accept in exchange for new wheels of any desired make. Address

COLUMBIA,
Bicycling World Office.

Elwell European Bicycle Tour

(SEASON OF 1890.)

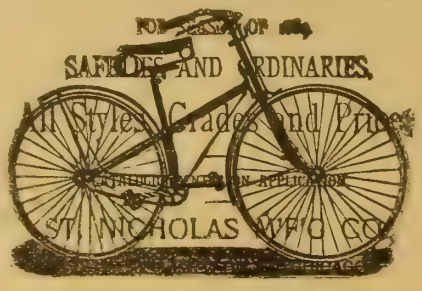
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For all kinds of
Bicycle Repairing,
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To Howard A. Smith & Co., Newark, N. J., for 1890 Catalogue. An Encyclopedia of Cyclers' wants. Old list cancelled.





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PHILADELPHIA,

their Sole Representatives for the United States, and all applications for Agencies must be addressed to them. Agents wanted in every City, town or village on the Continent. Liberal terms. Exclusive territory given and guaranteed.



PRICE ONLY $35.

"Same Old Story. Skip this and read something New."

It may be egotism on our part, yet we cannot help but feel that the boys mean what they say when they hold up their right hand for the Little Giant, and confirm their opinion by their orders.

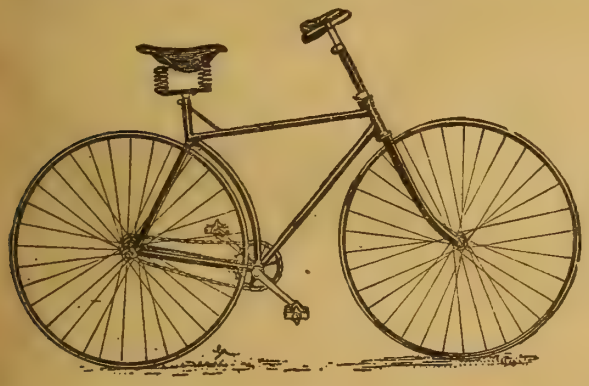
We have often heard repeated, "the best is always the cheapest in the end, even at a greater cost." To this we add *certainly, certainly*, and we give you the best without the extra cost.

Therefore, the best and the cheapest without the extra cost, buy A Little Giant of some of the many agents herewith attached and be happy All reliable dealers, who would not sell these goods if not as we recommend and guarantee them:

Wm. Read & Sons, Boston, Mass.; Merwin, Hulburt & Co., New York; E. C. Meacham Arms Co., St. Louis, Mo.; A. G. Spalding & Bros., Chicago, Ill.; H. A. Lozier & Co., Cleveland, Ohio.; Standard Cycle Co., Buffalo, N. Y.; Bretz, Curtis & Co., Philadelphia, Pa.; B. Frank McDaniel, Wilmington, Del.; Eisenbrandt Bros., Baltimore, Md.; H. S. Owen, Washington, D. C.; Alsdorf & Co., Newark, N. J.

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THE REFEREE SAFETY.

Correct braced diamond frame of the best steel tubing. True tangent spokes. Ball socket head. Best black rubber tires. Weight, 37 lbs., all on. The lightest in the world and easiest running.

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Official Outfitters to the League of American Wheelmen.

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Official Tailors of the L. A. W.

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The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
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Large Buttons, 5c. each.
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Caps. League Regulation.....1.25
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Sent post paid on receipt of price.

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HAY FEVER
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DEAFNESS

A NEW TREATMENT.

Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (*two weeks apart*) by the patient at home. A pamphlet explaining this new treatment is sent *free* by A. H. DIXON & SON, 337 and 339 West King Street, Toronto, Canada.

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Thrilling Detective Story.
ILLUSTRATED.
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12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

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CHAS. H. LUSCOMB,
280 Broadway, New York

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

The President and Vice Presidents (as by the Constitution required.)

Membership.

A. E. Mealy ....1736 Druid Hill Ave., Baltimord, Md.
F. L. Casselberry.....Mansfield, Ohio.
George C. Pennell.....Elizabeth, N. J

Improvement of Highways.

Dr. Chas. S. Butler.....680 Main St., Buffalo, N. Y.
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A. Moore Berry.....421 Olive St., St. Louis, Mo.
George A. Perkins.....3 Pemberton sq., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y.

Rules and Regulations.

Dr. Wm. H. Emery....109 Warwick St,, Boston, Mass.
W. A. Davis.....Chicago, Ill
Chas. L. Brockway.....Middletown, Conn

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwater.....Washington, D. C.
Harry H. Hodgson.....New Orleans, La.
George Collister.....Cleveland, Ohio.
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Indiana Chief Consul.

Mr. Harry T. Hearsey, 149 No. Delaware street, Indianapolis is hereby appointed Chief Consul of Indiana Division, vice J. F. Probst resigned.

CHARLES H. LUSCOMB, President L. A. W.

Wisconsin Officers.

Upon the request of the members of the L. A. W. in Wisconsin in meeting assembled, I hereby appoint Mr. V. Mumford Moore, 94 Nineteenth street, Milwaukee, Chief Consul of Wisconsin sub-Division, and W. L. Simonds of Milwaukee, Secretary-Treasurer.

Being advised that a sufficient number of names have been presented for membership from Wisconsin to enable it to organize as a Division, and following the action taken by me in the case of Louisiana, I shall appoint the nominee of the meeting Vice Consul immediately upon the compliance by Wisconsin, with the Constitution and By-Laws of the L. A. W., directing the method of such organization (Cons Article II, Section 2, adoption of Constitution of League.

CHARLES H. LUSCOMB, President L. A. W.

Michigan Hotels.

List No. 3.

Hastings, Hastings House, regular rate, $2.00; L. A. W. rate $1.50.

Ann Arbor, Arlington, L. A. W. rate $2.00.

Kalamazoo, Burdick House, L. A. W. rate $2.50.

Grand Ledge, Tinkham House, regular rate, $2.50; L. A. W. rate, 20 per cent discount.

Armada, National Hotel, regular rate, $1.50; L. A. W. rate $1.00

Iron Mountain, Commercial, regular rate, 2.00; L. A. W. rate $1.50.

Iron Mountain, Felch Hotel, regular rate $1.50; L. A. W. rate $1.00

REPAIR SHOPS.

List No. 2.

Ann Arbor, Bailey and Dow, East Liberty street.
Coldwater, V. L. Nettleton.

Fraternally,
A. B. RICHMOND, C. C.

Grand Rapids, Mich., January 28, 1890.

Massachusetts.

Circular No. 12.

A. H. Massey is hereby appointed Consul for Whittendon.

Consuls are desired in the following places, and any member willing to serve is requested to communicate with this office: Amesbury, Fitchburg, Florence, Gloucester, Jamaica Plain, Mattapan, Marlboro, Natick, Chicopee, Bridgewater, Hingham, Lexington, Lowell, Williamsburg and Whitman. It is necessary if we would open the season auspiciously that Consuls be appointed for these places. Is there not one member in these places who is willing to do a little for the cause.

Fraternally,
WM. H. EMERY,
Chief Consul.

Boston, January 28, 1890.

To Joplin and St. Joseph Members.

Since my election to the office of Chief Consul of this Division, I have tried to raise the membership by every means in my power, and with the aid of Local Consuls have been very successful at Maryville, Columbia and St. Louis. Your cities, however, do not make any showing of improvement, on the contrary your membership is still behind last year's figures. To alter this condition of things I address you on the subject and ask that you at once lend us your aid in procuring new members. It is impossible for me or for the Local officers to do all this work, and therefore it devolves upon you to help us get more recruits.

A list of non-League wheelmen residing in your city can be seen at your Local Consul's office or I will take pleasure to forward copy on application.

Your League membership at present amounts to just eight members for each city, surely a poor showing considering the number of riders you now have.

I trust you will at once see the great importance of prompt action in this matter. Fraternnally yours,

ROBT. HOLM, Chief Consul.

St. Louis, Jan. 31, 1890.

New York Clubs.

To the League clubs of the New York State Division:

I am informed by Secretary Bassett that several League clubs in this Division have failed to comply with the requirements relating to club representatives as defined in the BULLETIN of January 10th, 1890.

The meeting of the Board of Officers of this Division to be held at the Grand Union Hotel in New York City, February 15th, 1890, at three P. M. will be of great importance and it is desirable that every member of the Board should be present.

Attention is called to this matter in order that League clubs entitled to representation may be insured of the same.

W. S. BULL, Chief Consul.

Special Notice to New Jersey Members.

Inasmuch as certain parties have seen fit to disparage and make misstatements in regard to the New Jersey Road Book now in preparation, I think a statement of fact would be in order.

Some three years ago New Jersey entered into an agreement with Pennsylvania for the publishing of a joint Road Book, the price not to exceed a certain figure, and the book to be published by a certain time.

In no respect was this agreement lived up to by Pennsylvania; the delay in publishing the work has been of great damage to the New Jersey Division. Frequent appeals to the Pennsylvania Division met with no response whatever. New Jersey could not even learn whether they intended to proceed with the publication.

Things were in this condition when the new Board of Officers came in. The retiring Chief Consul in his report explained the matter and recommended that as New Jersey had advertised this book and had received money (6c. in stamps) from a number of her members, and that as there were no prospects of getting the Pennsylvania book, New Jersey publish a book of her own.

In pursuance of this suggestion a committee was appointed to look into the matter. They soon found that a book in the form of the Connecticut Road Book was far superior to the old-fashioned method used in the Pennsylvania book, and would give more general satisfaction to the members.

Just at this time the Pennsylvania committee reported that they were about ready to issue the lost book, but at a much higher figure than the original agreement called for.

The New Jersey Board of Officers, after carefully considering the matter, came to the conclusion that owing to the heavy expense the Division would be under in publishing the new work it would be impossible for them to take any of the Pennsylvania books, especially as all the members consulted much preferred waiting for the new one.

The report sent out from Philadelphia that the New Jersey Division was tring to get up a cheap book is erroneous; the book will probably be the most elaborate and expensive work yet published by any Division. The principal feature will be the maps, nine in number. These will be about 14 by 17 inches, and on a scale of two miles to the inch, with reported roads traced in red, and grades, material and condition designated. New Jersey will be divided into eight sections; certain of these sections will contain portions of other States; as for instance section 4 will include beside Elizabeth, Newark and Jersey City, part of Kings Co., New York, and all of Staten Island.

Another section will take in the Philadelphia Riding District, extending twelve miles beyond that city.

The ninth map will be Westchester Co., New York.

The price of the work will be $2 50, but to League members outside of New Jersey it will be sold for $1.50, while to New Jersey Divis on members the price will be 25 cents and postage.

As far as heard from New Jersey members are more than satisfied, when this matter is explained to them, and they may rest assured that their Board of Officers will do all in their power to make up for the long delay, which was not their fault. Fraternally,

G. CARLETON BROWN, Chief Consul.

New York Road Bill.

To the Members of the New York State Division:

I desire to call the attention of every member of this Division to the subjoined circular letter. Although it is addressed and has been mailed to the officers and consuls of this Division, I earnestly desire every member of the rank and file of the Division to apply what is there said to himself and that he will give to this movement for improved highways, his earnest and active support.

I desire to impress upon bicycle agents and dealers the desirability of increasing the membership of the League of American Wheelmen and the advisability of their using their influence to that end, and also adding to the membership of the New York State Roads Improvement Association. The direct contact of the dealer with wheelmen places him in a position to largely aid in increasing the membership of both these organizations.

In this effort to promote legislation favorable to highway improvement, the moral influence of a large membership will be found to be a great advantage.

Mr. Potter will furnish anyone applying to him, with copies of the bill and also with membership blanks of the New York State Roads Improvement Association.

To the Officers and Consuls, New York State Division L. A. W.:

Gentlemen—It gives me pleasure to announce to you that the policy of this Division inaugurated about two years ago, and consistently pursued to the present time upon the subject of Roads Improvement, has crystalized in the form of a bill recently introduced in the State Senate by Honorable Henry J. Coggeshall, Senator from the Twenty-Second District and in the Assembly by Honorable Bradford Rhodes of Westchester County. This bill is known as the Coggeshall-Rhodes bill and was prepared by the New York State Roads Improvement Association, aided by valuable suggestions from Senator Coggeshall and Assemblyman Rhodes. The bill is now before the Senate Committee on General Laws and the Ways and Means Committee of the Assembly. While it has the support of many of the leading Legislators in both branches of our State Legislature, and of a great many of the leading men in all branches of business and professions throughout the State, still like all proposed bills looking to a radical change in existing laws, it will doubtless excite hostility and active opposition.

The New York State Roads Improvement Association, under whose auspices the bill was prepared and introduced, is, as its name indicates, an Association having for its object the improvement and maintenance upon a scientific basis, of the public highways of this State. It includes among its 20,000 members not only nearly all the members of the New York State Division L. A. W., but leading business and professional men throughout the State. It is an association which represents and is composed of all classes—Manufacturers, Physicians, Lawyers, Farmers, Horsemen, Wheelmen—and thus any legislation sought by it cannot justly be called class legislation and is not open to the criticism which it would necessarily meet were it supported by wheelmen alone.

The *importance of this measure* must be apparent to all, and I cannot urge too strongly upon you the necessity of rallying to our support every element of strength within our reach. Every wheelman in this State whether a member of the L. A. W. or not, should lend his active aid in its behalf. It is of vital impor-

ance to every physician who rides over the roads to minister to the sick, and to every patient whose life often depends upon the speedy arrival of medical aid. It is money in the pocket of every farmer who hauls a pound of produce to the market. It is for the benefit of everyone who for pleasure or profit drives over our country roads. Therefore let every member of the New York State Division, its Officers and Consuls put their shoulders to the wheel, and secure the passage of this Act, thereby accomplishing one of the greatest practicle reforms of the present time.

To this end I specially request you:

1. To use your influence in all proper ways to persuade the various members of the Legislature to support this bill.

2. To secure the publication in your local press of articles and editorials favorable to this bill.

3. To obtain the signatures of as many new members as possible on the enclosed membership blank of the Association and forward the same to Mr. I. B. Potter, Secretary, Potter Building, New York City. In this connection I would also suggest that you send to Mr. Potter the names of some of the most prominent and influential men in your county, including some of the most progressive and thinking farmers, to the end that he may personally communicate with them and enlist their active aid and assistance in this work.

4. As a further and very important means of helping on this cause, I would urge you to make special efforts to secure the name of every wheelman in your vicinity for membership in the L. A. W. By a little earnest work in this direction you can doubtless add many names to our roll and thus make every such person feel a personal interest in the success of this enterprise and greatly strengthen our own power and influence.

I have already urged upon you the importance of this legislation. Let me also call your attention to the equally *great importance of immediate and zealous work in its behalf. Do not delay* but enter upon this work *at once* and with that earnestness of purpose which knows not failure. You need not confine your labors to the methods outlined above, but many other ways may suggest themselves to you in which you can aid. And in general, I desire most earnestly to urge you to use every honorable means to secure the passage of this bill, thereby not only conferring a lasting benefit upon wheelmen, but aiding in the establishment of a system which shall lead to the more perfect developement of the vast resources of the Empire State."

Fraternally yours, W. S. BULL,
Buffalo, N. Y., Jan. 30th, 1890. Chief Consul.

Iowa.

The below named have been appointed as Local Consuls for their respective localities:

Clear Lake, Geo. C. Etzel.
Oskaloosa, B. C. Buxton.
Sigourney, Ed. A. Johnston.
Keokuk, Joe C. Conn.
Mason City, D. R. Hubbard.

JAS. B. GREEN, Chief Consul.

Minnesota Hotels.

Minneapolis, The Nicollet, regular rates, $2.50, $3.00, $3.50; L. A. W. rate, $2.00, $2.50, $3.00.

St. Paul, The Windsor, regular rate, $2.50; L. A. W. rate, $2.00.

Faribault, The Commercial, regular rate, $2.00; L. A. W. rate, $1.00.

Fergus Falls, The Grand, regular rate, $2.00; L. A. W. rate, $1.50.

Owatonna, The Arnold, regular rate, $2.00; L. A.W. rate, $1.50.

Currie, Lake Shetek House, L. A. W. rate, $1.00.

Detroit, The Commercial, regular rate, $2.00; L. A. W. rate, $1.50.

Crookston, The Commercial, regular rate, $2.00; L. A. W. rate, $1.50.

Winona, The Jewell, regular rate, $2.00; L. A. W. rate, $1.75. T. M. SLOSSON, Chief Consul.

Minnesota Consuls.

Dover, M. J. Manchester.
Duluth, R. M. Foote.
Fergus Falls, Grant Morton.
Minneapolis, E. H. Savage.
St. Paul, Fred W. Gaston, 324 Jackson street.
Winona, W. D. Chandler.
Crookston, E. C. Carruth.
Little Falls, E. E. Ellsworth.
Morris, H. C. Thorpe. T. M. SLOSSON,
Chief Consul.

Rhode Island.

The following have accepted appointments by the Committee on Improvement of Highways as Local Representatives of the committee in the respective places named. There will be no appointments for the city of Providence. Division members who can act for places where there is only one or none, will please write J. D. Bosworth, Secretary, P. O. Box 745, Providence, R. I. Two Representatives are desired in each town or city.

Division members are asked to co-operate with above Representatives in collecting information and securing highway work. Reports are desired of all road apparatus purchased, and of any especial improvements. A large petition of voters will probably be presented to the General Assembly on Feb. 12, and wheelmen are requested to urge members of the Legislature to act. The American Press Association (32 Vesey street, New York City, and 40 Pearl street, Boston), will now "issue, in column installments, matter for six weeks, for the newspapers that may choose to take it, regarding the Improvement of Roads."

The Division Highway Committee will be glad to receive any information, documents, cuts, etc., to forward to the Press Association, and Division members are requested to ask local newspapers to procure and print this "plate matter.

The following are Local Representatives and P. O. addresses:

Herbert M. Gardiner, Barrington.
Frank J. Bradford, Barrington Centre.
Rev. W. R. Trotter, Bristol.
Chas. A. Foster, Box 110, Washington (Coventry).
Geo. A. Foster, Washington (Coventry).
H. A. Potter, Auburn (Cranston).
Allen Aldrich, Howard (Cranston).
Arthur W. Howland, Box 295 East Greenwich.
Arthur Knight, Wilbour, Jackson & Co., Providence.
Arthur W. Helme, Davol Mfg. Co., Providence (E. Providence).
Edgar E. Brown, Box 1372, Providence (E. Providence).
Harvey E. Nason, Box 84, Jamestown.
James Foster, Jr., Box 1114, Providence (Johnston).
Geo. I. MacAllen, Box 569 Central Falls (Lincoln).
Herbert S. Jenks, U. S. Cotton Co., Central Falls (Lincoln).
Clarence A. Hammett, Box 481, Newport.
Clarence A. Carr, R. I. avenue, Newport.
Dr. J. A. Chase, 22 Park place, Pawtucket.
Geo. C. Newell, Box 1372, Providence (Pawtucket).
Rev. Benj. F. Simon, Portsmouth.
Chas. T. Lakey, Box 33, Georgiaville (Smithfield).
Chas. B. Mason, Town Clerk, Warren.
Clarence H. Seymour, Warren.
S. Winfield Himes, Phenix (Warwick).
Dr. J. Howard Morgan, 43 High street, Westerly.
O. Stillman, Box 562, Westerly.
E. R. Darling, 129 Main street, Woonsocket.
Granville S. Conant, Woonsocket Hotel, Woonsocket.

Other appointments will be announced when made.

GEO. L. COOKE, Vice Consul.

Pennsylvania.

To Pennsylvania Division Officers and Workers:

We desire not to keep all the nice things said, to this office, but think credit should be given where credit is due. Therefore we have selected a few quotations from the many acknowledgements of the receipt of the new Road Book, and present them to *all* who have assisted in any way in its production. Those who have taken interest in the past, I am sure, will be cheered by this show of appreciation. And now let us all turn in and show *our* appreciation by bringing in hundreds of recruits. The few quotations we give may be taken as examples of many we have received: "The Road Book is a 'Dandy' and ought to be a great help to the Division." "It is a beauty, just what I want, Thanks." "The magnificent fifth edition Pennsylvania Division Road Book received, it reflects great credit upon those engaged in its compilation." "Road Book received, allow me to express my hearty thanks to you and your fellow laborers for the same. The time, care and labor it has given you is, I assure you, appreciated." "Many thanks for the pretty Road Book received." "Think the Road Book very neat and shall endeavor to make good use of it." The e is cheer in a hearty "Thank you." Fraternally, JOHN J. VAN NORT,
Secretary-Treasurer.

Kentucky Vice Consul.

At an election held under the rules of the Division, Mr. Chas G. Lucas of Louisville was unanimously chosen Vice Consul, and Mr. A. D. Ruff of Richmond was unanimously chosen Representative.

A. J. LAMB, Chief Consul.
Louisville, January 26, 1890.

League Club.

The following club has qualified as a League Club and filed the proper certificate in the office of the Secretary. It is numbered as below:

247—Rome Cyclers, Rome, N. Y., organized January, 1889. G. Linn Prescott, Sec.

New Jersey.

Mr. C. Frank Ware of Camden has been appointed third member of the Rights and Privileges Committee of the New Jersey Division.

G. CARLETON BROWN, Chief Consul.

New Jersey.

The following additional Local Consuls have been appointed:

Plainfield, F. L. C. Martin.
Atlantic City, Thos. Newell.
Lambertville, H. E. Van Horn.

Correction.

Mr. Gustave Hausman is Consul for Ridgefield, not Gausman as printed in last list.

G. CARLETON BROWN, Chief Consul.

Hotel Appointments New Jersey Division.

List No. 2.

League rates given only on presentation of membership ticket for current year.

Arlington, Arlington House, rates $1.50 per day, dinner, 50 cents.

Cape May, Hotel Lafayette, rates $3.50 per day, dinner $1.00 (regular rates $4 00 and $5 00.)

Elizabeth, Ryans Hotel, rates $1.50 per day, dinner 50 cents, European Plan, single room 75 cents, double 50 cents, meals ten per cent off bill of fare.

Hackensack, Hackensack House, rates $2.00 per day, dinner 50 cents.

Lakewood, Old Homestead, rates $2.00 per day, dinner 75 cents.

Plainfield, Laings Hotel, rates $2.00 per day, dinner 50 cents.

Pennington, Matthews Hotel, rates $1.50 per day, dinner 40 cents.

Red Bank, Hotel Central, rates $1.50 per day, dinner 50 cents. G. CARLETON BROWN,
Chief Consul.

Hotels for Illinois.

Elgin, Jennings House, rates $1.50 per day, meals 40 cents; regular rate $2.00.

Danville, Aetna House, rate $150 per day, 35 cents per meal; regular rate $2.00.

Kankakee, Hotel Commercial, rate $1.50 per day; regular rate, $2 00. W. A. DAVIS, C. C.

Missouri Appointments.

Jno. F. Sansom is hereby appointed a member of the Touring Committee with headquarters at Kahoka.

H. G. Wolzendorf is hereby appointed Chairman of the Road Book Committee and will have charge of the compilation of same. Fraternally,

ROBT. HOLM, C. C.

Missouri Hotels.

The following are appointed official League hotels:

Kahoka, Commercial House, rates $2.00 per day, meals and lodging 50 cents.

Stanberry, Commercial Hotel, rates $2.00 per day; to L. A. W. $1.40, meals and lodging 35 cents.

Fraternally, ROBT. HOLM, C. C.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 227—Total 65—12,444.

BOSTON, Feb. 7, 1890.

CONNECTICUT DIVISION—1—742.

Rambling Wheelmen.

26158 Crowther, Charles R., 34, Wash. av., Bridgeport

DELAWARE DIVISION—1—54.

Unattached.

26136 Hudson, Jno. T., 615 Madison sq., Wilmington

NEBRASKA DIVISION—3—100.

Unattached.

26160 Dubois, Emile, 1105 Franklin ave., St. Louis
26162 Gilhousen, Clark E., Box 195, Kahoka

MISSOURI DIVISION—3—345.

Missouri Bi. Club.

26161 Wyman, Bates, Cabanne Place, St. Louis

Unattached.

26148 Brett, Franklin, Harvard st., Brookline
26164 Dooley, Jno. J., 1152 Tremont st., Roxbury

MASSACHUSETTS DIVISION—7—1642.

Cambridgeport Bi. Club.

26150 Craig, Edwin P., 597 Main st., Cambridge
26149 Ackermann, Henry E., 67 1-2 Prospect st., Cambridgeport

Unattached.

26151 La Croix, Edward, 67 1-2 Prospect st., "
26152 Fitch, Wallace A., 8 Centre st., "
26153 Morse, E. Leland, 32 Prospect, "

ILLINOIS DIVISION—1—905.

Chicago Cycling Club.

26159 Barrett, Geo. K., 71 Randolph st., Chicago

Lexington Wheel Club.

26163 Brinson, W. B., Lexington
26164 House, Dr. M. E., "

Unattached.

26165 Pierce, W. E., "

NEW JERSEY DIVISION—1—624.

26168 McMalie, Howard, Box 105, Ridgewood

NEW YORK DIVISION—5—2148.

Syracuse Cycling Club.

26140 Laass, John J., 300 McBride st., Syracuse
26141 Yale, Geo. F., 622 So. Salina, "

Flower City Wheelmen.

26139 Weeks, Frank B., 204 No. ave., Rochester

Unattached.

26142 Levy, Maximilian, M., 37 East 62 st., New York
26166 Guinan, Wm. J., 97 Lark st., Albany

OHIO DIVISION—2—855.

Unattached.

26143 Poorman, J. E., 292 Race st., Cincinnati
26154 Hammeral, Nick B., Box 143, Scott

PENNSYLVANIA DIVISION—16—1452.

Chester Bi. Club.

26138 Irvin, Robert D., 915 Hyatt st., Chester

Juniata Wheelmen.

26137 McCahan, J. Frank, Huntingdon

South End Wheelmen.

26106 Heffern, Harry L., 11th and Mifflin, Philadelphia
26108 Husson, Louis I., 2003 So. Broad st., "
26110 Manning, Acheson M., N. E cor. 13th and Dickinson st., Philadelphia
26111 Whitehead, Wm. N., 1820 Fitzwater st., "

Unattached.

26155 Helfrich, A. R., Allentown Mfg. Co., Allentown
26167 Keller, Herbert C., 814 Walnut st., "
26134 Reed, Frank, Coryville
26144 Kane, Thos. L., L. Box 42, Kane
26135 Brandt, Oscar S., Norristown
26156 Morris, Charles Howard, Box 171, Parkersburg
26105 Franklin, Wm. W., Jr., 2047 Wallace st., Philadelphia
26107 Hilt, W. W., 2527 Oxford st., "
26109 James, Charles H., 2104 Master st., "
26112 Woods, Byron A., 1711 No. 18th st., "

RHODE ISLAND DIVISION—5—340.

R. I. Wheelmen.

26145 *Barker, Josephine C.*, 74 Stewart, Providence
26146 *Campbell, Hattie S.*, 33 Page st., "

Unattached.

26114 Hazard, R. G., 2d, Peace Dale
26113 Hazard, J. N., "
26157 *Payton, Miss Carrie*, 127 Rhodes st., Providence

TENESSEE DIVISION—2—99.

Unattached.

26138 Hearn, Fred G., 72 Craig st., Knoxville
26147 Jackson, Jno. R., 417 Russell st., Nashville

WISCONSIN DIVISION—18—168.

Social Cyclers.

26116 Bolte, F. H., 94 Wis st., Milwaukee
26117 Messenger, H. N., 307 Poplar st., "
20118 Messenger, Jno. A., 307 Poplar st., "

Waukesha Wheelmen.

26125 Minor, Geo. W., Waukesha

Unattached.

26115 Skinner, J. W., La Crosse
26122 Bolens, A. D., Port Washington
26123 Coe, H. L., "
26124 Smith, Dr. E. J., "
26119 Dawson, W. A., 215 12th st., Milwaukee
26120 Foster, W. M., 112 Wisconsin st., "
26121 *Moore, Mrs. V. M.*, 94 29th st., "
26126 Bullard, Ernest L., Waukesha
26127 Hawes, Geo. F., "
26128 James, D. A., "
26129 Morrow, H. W., 60 Main st., "
26130 Park, Frank C., "
26131 Wardrobe, Chas. E., "
26132 Wardrobe, Frederick, "

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COLORADO—Chief Consul, Edward S. Hartwell, 1319 Sixteenth street, Denver.

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DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington.

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INDIANA—Chief Consul, Harry T. Hearsey, 149 No. Del. street, Indianapolis. Secretary-Treasurer, A. N. Smith, Terre Haute.

IOWA—Chief Consul, James B. Green, 711 Locust street, Des Moines. Secretary-Treasurer, Walstein Seymour, 2d and Walnut street, Des Moines.

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VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk. Secretary-Treasurer, Alex. K. Schaap, 617 E. Broad street, Richmond.

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FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

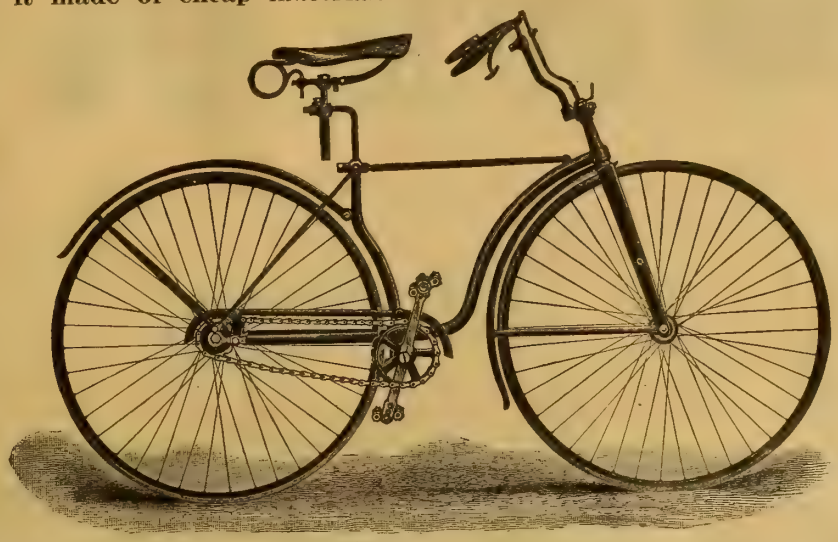
☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

There is no better wheel in the market to-day than the Warwick Perfection. It is not sold for cheap money, nor is it made of cheap material.

PRICE $135.

SEND FOR

CATALOGUE.



WITH BRACE REMOVED

IT MAKES A

Light and Superior

Ladies' Wheel.

To facilitate delivery of goods, we have arranged with the following firms to supply you in their respective territory. They will be our exclusive wholesale dealers, and it is their mission to aid you in every way. Address them for catalogues:

For Maine, New Hampshire, Vermont, Rhode Island and Eastern Massachusetts, **A. O. VERY**, 173 Tremont Street, Boston.
For New York State east of and including Onondaga County, and North-eastern Pennsylvania, **G. R. BIDWELL**, 313 West 58th Street, New York.
For Northern New Jersey, **E. ALSDORF & CO.**, 11 Academy St., Newark, N. J.
For Southern New Jersey, and territory contiguous to Philadelphia, **EDW. K. TRYON, JR., & CO.**, 10 and 12 North 6th Street, Philadelphia.
For Western New York, Western Pennsylvania, and Northern Ohio, **STANDARD CYCLE CO.**, 588 Main Street, Buffalo, N. Y.
For Maryland, **EISENBRANDT BROS.**, 424 E. Baltimore St., Baltimore, Md.
For Southern Ohio, Southern Indiana, Tennessee, and West Virginia, **J. E. POORMAN**, 8th and Race Streets, Cincinnati, O.
For the Northwest, **CHAS. F. STOKES MFG. CO.**, 293 Wabash Ave., Chicago.
For the Southwest, **D. SNITJER**, 1012 Olive Street, St. Louis.
For the Pacific Slope, **THOS. H. B. VARNEY**, Fremont Street, San Francisco, Cal.
Territory not named, Local Agents, or The Manufacturers,

WARWICK CYCLE MFG. CO., - Springfield, Mass.

PREMIER SAFETIES FOR 1890

are about ready for delivery, and will interest every lover of beauty and skill in cycle manufacture. Our new catalogues, enlarged, embellished with new illustrations and a handsome cover, will soon be ready for distribution, and every wheelman, past, present or prospective, should send for it. We will not occupy your valuable time nor this ditto space in telling you the verdict on PREMIER SAFETIES in 1889, but we will let a well-known rider and dealer do it for us:

WILMINGTON, DEL., Jan. 10, 1890.

L. H. JOHNSON, ESQ., Orange, N. J.:

Dear Sir:—The Premiers sold by us have given general satisfaction, and we would particularly praise the Tandem and the Catford. Our roads here are very bad, and the Tandem has been subjected to the hardest possible usage, and its success in standing these tests and its freedom from breakages, is as remarkable as the want of success attending other tandems used on the same roads. It was the Premier Tandem that was ridden ten miles in 31 minutes. The Catford has proven itself to be, not only a thoroughly staunch and reliable roadster, eliciting the commendation of everyone who has tried it, but a flyer on the track as well. It was used almost exclusively by Mr. W. W. Taxis on his track races, and with uniform success, except in two instances when the winners also rode Catfords, and it was on this wheel that he won the two-mile Pennsylvania State Championship.

We look forward to a very prosperous and successful year in the Premier Wheels. Yours truly,

B. FRANK MCDANIEL.

This talks! We have dozens of other letters from riders and dealers all over the country, to the same effect. Are you a rider? A Premier will fill the requirements begotten of your experience to a dot. Are you going to ride? A Premier will give the satisfaction afforded only by the simplest and most durable machine. A dealer? PREMIERS will "fill the bill" (and pocket-book) every time, and if you secure our agency at once, you will endorse the above letter twice over.

LLEWELLYN H. JOHNSON, Manufacturing Importer,

401 & 403 Main St., - - - ORANGE, N. J.

UNION CYCLE MFG. CO.



It is scarcely possible for any wheel to have received so much favor as the

UNION ✻ SAFETY.

SEND FOR CATALOGUES.

WESTERN BRANCH:
CHAS. F. STOKES MFG. CO.,
293 & 295 Wabash Ave.,
CHICAGO, ILL.

OFFICE AT FACTORY:
Highlandville,
Mass.

TROUBLE IN OLYMPUS:

(CONTINUED FROM LAST WEEK.)

PHŒBUS (with animation)—"You think you've done a 'smart' thing and settled this matter, don't you? But, understand, 'OLD CHAPPIE,' that there's a MASTER WORKMAN to be consulted, and you don't end this STRIKE thus easily. Any 'BIKE' fabricated by his 'NIBS,' VULK (he's a BLOOMING CHUMP and SUPERANNUATED OLD FOSSIL, anyhow), would be a RAMSHACKLE, LIMP-GOBBLED, FLOO-JIGGERED affair, with NONSENSICAL and UNNECESSARY ATTACHMENTS, and you don't catch me TEARING MY PANTS on it——"

JUPITER (interrupting)—"MEHERCULE; MISERABILE DICTU; 'PANTS,' do you say? Where are the PANTS? WHITE BARE SKIN forms the LEG GEAR of the IMMORTALS."

PHŒBUS—"HAVE, and DO, not WILL—for mine OPTICS fell on MORTAL GARB, ATTRACTIVE, strange to me, yet hard to beat. MARS and URANUS are 'dead STUCK' on it, and we three are going to adopt it, and it won't be long before all IM MORTALS follow suit. They call it CYCLING COSTUME, CLUB SUIT or UNIFORM, and that of the 'BRONCHO' CLUB is 'JAMES DANDIFIED.' You ought to see their CLUB ROOM."

JUPITER—"Thou mayest, in such habiliments, place URANUS and MARS, but thou and I will strictly hold aloof. Mine dignity prevents, and no LUCIFER of mine in such GARB shall be 'rayed."

PHŒBUS—"Well, I won't 'KICK' on everything, but I will have some RUBBER SOLED SANDALS, a BADGE, and RAT-TRAP PEDALS. (What do you think of that, OLD MAN?) RAT-TRAP PEDALS. They put 'GALLUS' rubber pedals on the BRONCHO, but RAT-TRAP is the 'STUFF,' and when they make my RACER, on they go. And now, BOSS, just let up on this VULCAN built BIKE, for I'm no PHINEAS FOGG or NELLY BLY. PUCK has already 'put a girdle 'round about the earth in FORTY MINUTES,' on a BRONCHO, and I'm going to beat that time or RUPTURE my PULMONARY TISSUE. PUCK'S the best I've seen yet. MERCURY thinks he's some on 'SCORCHING,' but he isn't. He's HEAVY and SLOW, and had better stay with those riding for HEALTH. He'll do to ride with the GIRLS. He was always 'hanging 'round' IO till she died. Say, what did IO die of?"

JUPITER—"IO died of POTASSIUM, my boy. But leaving this—returning to the BRONCHO biz.—what wouldst thou? That I should sacrifice mine ease for thy delight? To buy a 'BRONCHO' would'st have me sell my SLAVE, who fetches me mine ALE, GANYMEDE, CUP-BEARER, MINISTER unto mine COMFORT?"

PHŒBUS—

"No, JUPITER, I wouldst not from the part
One whit the comfort which thine form enshrouds;
A different thing I'd bring into the MART,
Some SILVER LINING scra-ped from the CLOUDS.

To talk plainly to you, GENERAL, you ain't up to the times. You stay way back here on THE RESERVATION, and don't know what's going on. WHY, they've got so they can stop YOUR THUNDERBOLTS already. Then they HARNESS it up and call it ELECTRIC LIGHT; and the'll beat us out of our customers, if we don't LOOK ALIVE. We can scrape enough together to buy a 'RAFT' of BRONCHOS, get up a JOLLY OLD CLUB (THE OLYMPIANS), have some fun and get business BOOMING again. But, NO; you are contented, perfectly contented, FLIRTING with THE GIRLS. BUT, I'm onto you. I saw you getting in the HUG and KISS act with those NYMPH girls, the GRACE sisters and the beNIGN MUSES. 'Spose I give you away? Do you think JUNO'll take kindly to that sort of COPENHAGEN? Tell me, do you see things more clearly?"

JUPITER—

"My last doubt now has taken flight,
More clearly unto me do thing appear;
The clouds I'll scrape most damnably tonight,
And if we COIN no SILVER 'twill be QUEER.

EMBARRASSMENT FINANCIAL was the cause
Of my refusal of thy wish to grant;
But since there's WEALTH right here within my PAWS,
There's no excuse for me to RAVE and RANT.

Then, go and BUY your BRONCHOS,
FORTY SINGLES, FORTY TANDEMS,
We'll ORGANIZE and FORM a CLUB, like MORTALS down below;
TIN GODS on WHEELS from 'WAYBACK,'
We'll 'SCORCH' and 'SPURT,' then LAY BACK,
If we ride THE BRONCHO SAFETY 'BIKE,' we'll never PUFF or BLOW."

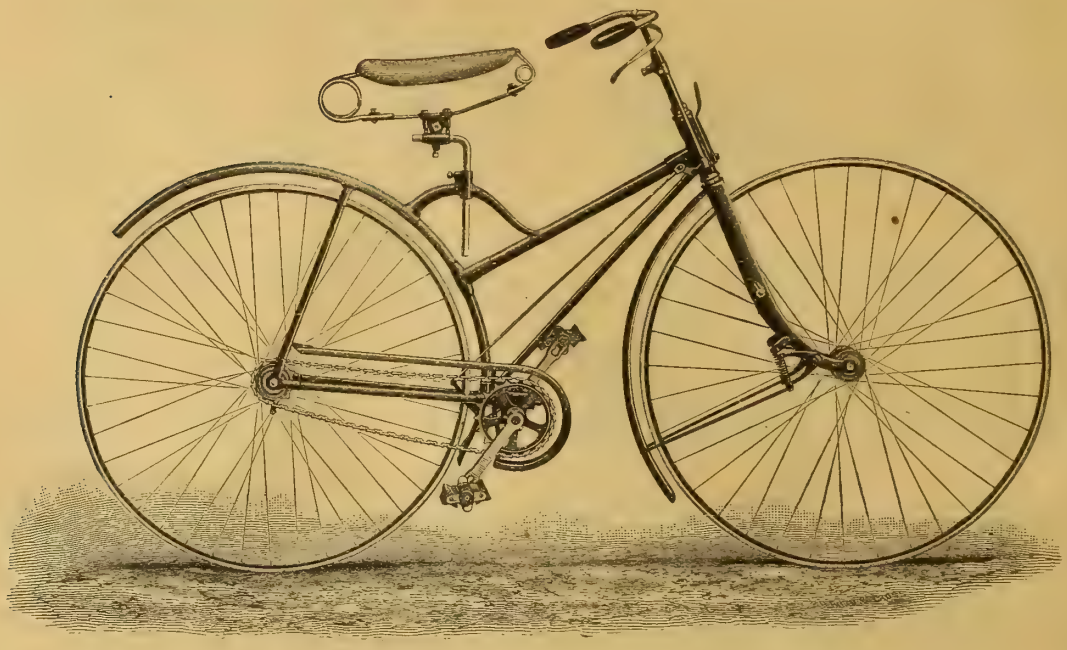
PHŒBUS—

"YES, I'll go and buy THE BRONCHOS with some DANDY KEYSTONE SADDLES,
And I'll 'ile' 'em up with SKOOKUM OIL brought from the FAR NORTH WEST;
Some 'SURE CURE' and EMBROCATION, used by EVERY BLESSED NATION,
ALL sold by THE WHITE CYCLE CO., MOST PROGRESSIVE and THE BEST.
PEGASUS and AMPHITRITE, HEBE, VENUS APHRODITE,
ARETHUSA, ARIADNE, JUPITER, VULCAN and JUNO,
BOREAS, CERES, CIRCE, CHARON, MARS, ADONIS, PSYCHE, TRITON,
On BRONCHOS, greased with SKOOKUM OIL, past the MORTALS WILL THEY GO (concluded next week.)

SEND FOR CATALOGUE; SEND FOR PICTURE OF "JACK;" SEND FOR PICTURE of "SKOOKUM;" SEND FOR AGENTS' TERMS; LOOK over our LIST of SUNDRIES before purchasing ELSEWHERE.

WHITE CYCLE CO. - Westboro', Mass., U. S. A.

1890



COLUMBIA LIGHT ROADSTER SAFETY.

With a few improvements, such as the new head-locking device, a larger handle-bar, and some minor points, the Light Roadster Safety for 1890 is the finest machine of its class ever constructed.

POPE MFG. CO.

PRINCIPAL OFFICE AND SALESROOMS:

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BRANCH HOUSES:

12 WARREN ST., NEW YORK, N. Y. 291 WABASH AVE., CHICAGO, ILL.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 14 FEBRUARY, 1890.

Volume XX.
Number 16.

For our advertisement usually occupying this space, see this week's "Wheel and Cycling Trade Review," published at 243 Broadway, New York.

OVERMAN WHEEL CO.,

—MAKERS OF—

VICTOR BICYCLES,

BOSTON.

WE DON'T TRAVEL MUCH

for fear of the antique relic hunters, but we have a "man" who is liable to be seen in various parts of *this* country, though he never gets money enough to leave it.

He has a good deal of amusement while on the road, and we have reduced his salary proportionately. He formerly got the promise of six dollars a week; he now gets four dollars in cash and the balance as follows: His trips are taken largely for his health (which he says is much better when he can get food), and incidentally he enlightens the benighted, and selects from among the numerous applicants those best fitted to act as agents for the Hickory Wheels. While waiting for a trai[illegible] sometimes stands in front of the store of some cycle dealer, until asked by the proprietor to come in. He rarely goes inside unless invited, and if he does, he stands near the door until spoken to. He comes honestly by this modesty, as he has been with us for several years. Of course a cycle dealer at this season of the year is apt to be very courteous, and much more polite than he might be in June. Seeing our little faded flower, looking so homesick and lonely, he approaches with visions of a possible sale in his mind, and a low rattling chuckle in his seamless bronchial tubes. "What can we show you to-day?" he usually says in a clear metallic voice, as he rolls a buckled wheel in behind one that *will* be.

Our representative looks intently at the tire cement on the floor, which has been melted out by the sun shining through the window, and remarks in a rich Boston accent, "good morning" He *always* seems to think this a safe thing to say, and until noon we agree with him. He sometimes asks *at once* if they have the hickory wheels in stock, sometime he asks a little later what the dealer thinks of the "hickory," and sometimes the *dealer* mentions it first, for they all have it on their minds. What they *say* about it is often interesting, frequently funny, usually sarcastic, and always tinctured with prejudice. Some have told him that the only redeeming feature about the hickory wheels is the advertising. One man told him that Elliott was years ahead of the times, and another that he was a relic of the dark ages. In paying our respects to these two men, we would say that neither of them is exactly right. In the window of a magnificent store in a Western city he noticed a huge placard attached to the side of an ordinary bicycle. It read as follows: "The —— wheels the best on earth." His former occupation (ash barrel inspector on Beacon Hill) prompted him to look behind this sign, and there he found three broken spokes. The young man in charge explained that it was done by careless handling. It was *not* a hickory wheel. Whoever gets one of those loose by "handling" or by *use on the road* may return it and get a new one. A believer in rat trap wheels said yesterday, "Now you know that is all talk, for anything made of wood has *got to* shrink." "Why," he added, "the railroad was an innovation to the stage coach people, and who could blame them for having doubts? But what would you say now of a man who should advocate the stage coach as an improvement over the railroad?"

In regard to our guarantee being "all talk," we are proud to admit that it *has been so far*, and so long as we make our wheels as at present it always will be.

His statement about the shrinkage of wood will hardly hold water; no more does our hickory when we use it. If wood continued to shrink *indefinitely*, this gentleman's hat would soon be a misfit. Referring to his railroad conundrum, we would say that if the advocate of such a change seemed to be sane on other subjects we would assume that he *might* have some reason for it, and until we could think of some *pertinent* thing to say we would "let some one pray dat was better 'quainted wid de Lawd." At one place where our accomplice called the salesman told him that they were making their 1890 wheels "much lighter." "Only fifty pounds," said he, with an I guess-that-will-fix-him sort of a twinkle in his eye, and it did; fixed him so that he wanted to laugh, after having associated for so long with a *forty-two-pound* machine having larger tires and greater strength than the one in question. Our young man is still at large, and liable to call on you. Be good to him. His face is freckled, and not so well known as that of either Longfellow or Kilrain. If he tells you anything you have doubts about make him prove it.

STERLING ELLIOTT, = Newton, Mass.

The only *sure* way to get one of our catalogues is to ask for it.

Holmes' Thigh Stocking.



Price $2.50.

Double heel and toe.

Send Stamp for Catalogue.



KNEE PANTS.

(Patented.)

810. Heavy Rib,

Improved double seat and pocket.

FULL PANTS.

(Patented.)

828.

Heavy Rib.

Improved double seat, strap & pocket.



No. 884. Heavy Rib.





3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.

3—1. Black, navy, grey mixed, stocking, $1.25.

1—1. Black, navy, grey mixed, stocking, $1.00.

Athletic and Gymnasium Garments Manufactured by

HOLMES & CO., 109 Kingston St., Boston.

SEND IN YOUR NAMES EARLY AND AVOID THE RUSH.

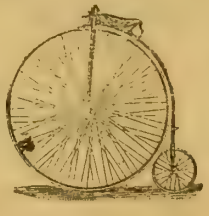
Our 1890 Catalog will be out early in February, and will contain the most complete list of sundries ever advertised; all prices at or below Eastern Figures; also a completo line of the latest makes of high grade machines. Parts for repair of all known makes of wheel always in stock. Don't forget to write.

ST. LOUIS WHEEL CO., 311 N. 14th St., - - ST. LOUIS, MO.

Second-Hand Wheels and Typewriters

of all kinds bought, sold and taken in exchange on any new wheel in the market, Safeties included. Always in the market to buy large or small lots, New or Second-Hand Wheels, for Cash, when prices are right. We constantly carry 400 to 500 Wheels, including many rare bargains in **SECOND-HAND STANDARD MAKES. NEW WHEELS** (bought in job lots) at greatly reduced prices. Liberal discounts to agents.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.



'CYCLES ON EASY PAYMENTS,

with no extra charge except interest. Manufacturers' agents for Victors, Columbias, Champions, Eagles, Stars, Springfields, Warwicks, Ramblers, Crescents, Vineyards, Ottos and ALL other Cycles made in or imported to this country. Prices guaranteed low as the lowest. Low rates by fast freight or express—13 railroads. Send for 40 page Illustrated Catalogue, with full particulars, payment plan, and second-hand and bargain list.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

SPECIAL.

All Advertisements in this Department 20 cents a line.
☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

Send 25 cents and get one of the



New L. A. W. Lapel Buttons.

Made of rolled Silver Plate, oxydized. Very neat and serviceable.

N. H. GIBBS.
Box 632. PROVIDENCE, R. I



L. A. W. BADGES,

The official design in solid gold. Prices, $2.50, $3.50, $5.00 and upward. Patented. Send for free Catalogue and address orders to

C. H. LAMSON,
177 Middle St, Portland, Me.

IF you want to buy, sell or exchange your wheel for books, stationery, type writers, organs, buggy, cigars, etc., write to JOHN G. ZOOK, LITITZ, PA. He has the best second-☞ list in the U. S. A $250 Humber Tandem, used 50 miles, at any reasonable offer, and a score of other bargains. Don't buy before you write to him. Kodak Camera wanted.

WANTED—An A1 Bicycle Machinist To satisfactory party, liberal wages and steady work will be given. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th St., New York City.

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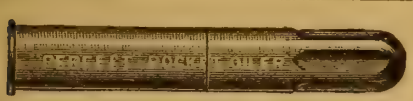
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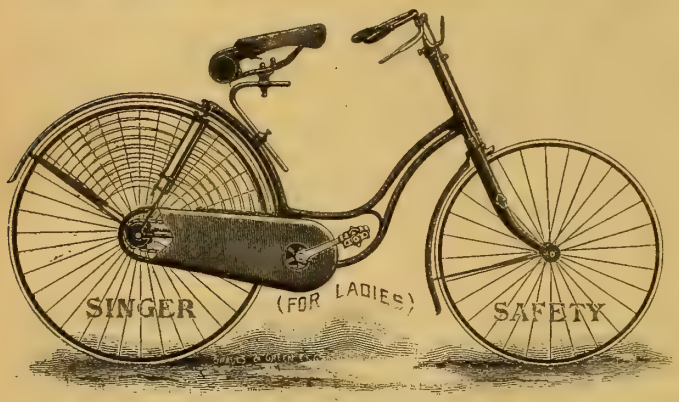
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The construction of the framework, as introduced by us in 1889, ensures the necessary strength, while it also assists in keeping the dress away from the chain. The whole machine is of the very best quality, and is light, neat, strong and easy running.

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

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EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 14 FEBRUARY, 1890.

BEFORE the next issue of this paper "everything will be over," and the heat and contest of the battle will exist only in the fevered imagination.

To a certain extent difference of opinion is one of the necessities to the life of an organization like ours. It would be a very tame world if we all thought alike. Human nature as at present constituted to a certain extent craves the excitement attendant on discussions arising out of a difference of opinion. In so far as this discussion is governed and incited on the opposition of principles it is healthy, but when it stretches beyond into the realms of personalities it becomes dangerous and unpardonable. We have been sorry to see the tendency to "stretch into the realms of" personalities during the campaign now over, but we trust that better and calmer judgment will prevail in New York, and that the questions at issue will be settled on their merits only, and not descend into the lower plane of personal abuse.

WE print elsewhere extracts from an address delivered last Tuesday by Col. Pope before the Hartford (Conn.) Board of Trade. The parts omitted are references to the action taken in several States, and where he makes suggestions as to the treatment of the local streets.

This address is not a mere repetition of what he has presented before. It forms the third (and the best, perhaps) of a series of very able contributions to the knowledge of the subject of road improvement.

There are two or three points on which the Colonel touches that are especially worthy of notice: One is where he refers to the growing facilities offered by the several educational institutions to educate scientifically those who wish it in the art of road construction.

Another good point is that laws should be passed governing the width of tires of pleasure carriages and wagons used for heavy teaming. There is no doubt but that immeasurable damage is done good roads by allowing heavily loaded wagons with narrow tires to pass over the same.

Again; he alludes to the abuse of our city streets by corporations which are allowed to disturb the surface constantly in order to lay down and repair their underground plant. He suggests the tunnel system in use in many of the well regulated European cities. That the present digging up method is permitted in our cities is a disgrace, and should be abolished.

The address is full of good points, and Colonel Pope deserves praise for the active part he is taking in the Roads Improvement agitation.

THE great event of the English cycling trade year is past and gone, and the English papers to hand by the latest steamers are full of information on the great 1890 Stanley Show.

To wade through the exhaustive descriptions of the 1470 different machines exhibited at the show would be tedious, and of no earthly value to our readers, but we can easily take the lessons taught by the great show and epitomize them for the benefit of our readers. In the first place, it is very evident that the safety type of machine is practically in possession of the market. Popular favor is more emphatically asserted on the side of the rear driver than ever before, and notwithstanding the assertions of a few makers that the reaction is coming, we think if we read the signs aright that the ordinary can no longer assert itself as leading in popularity with riders as a road machine. There will always be a demand for the good old ordinary, but the Stanley Show teaches us that the safety is first in choice among all classes of riders.

In construction of machines the tendency towards the diamond and arquebusque frames in their varied and modified forms was most decided. Almost every maker showed machines of this form of construction.

A noticeable feature was the fact that great attention during the past year had been given to anti-vibration contrivances of all kinds. Spring forks, spring frames and even handle-bars are shown, but the novelty in the show was the pneumatic tire, for which the inventors claim great things.

The "novelties," which took such a large share of space in the show heretofore were conspicuous by their general absence. There were not as many inventions which are going to "revolutionize the trade" as in former years.

The survival of the fittest has been well demonstrated in the case of cycles. Certain types which had their day a few years ago have almost entirely disappeared, and we find the market narrowed down to the safety in its single and double form, the ordinary in its form of two years ago, and the late form of the Rational, all of the above with such specialties and modifications as in the eyes of the several makers seem to them the best.

The tricycle is practically the same as it was on the advent of the safety, no marked changes having been made in its construction.

Financially we should judge that the Stanley Show of 1890 was a success, and as a show all concur that it exceeded its predecessors in excellence.

FRIENDS of roads improvement legislation, as a matter of course, are progressive, but when we read the Rhinebeck (N. Y.) *Gazette* of February 1st we are fain to acknowledge that we have been altogether too modest in our request and demands on the Legislative bodies. The *Gazette* has drawn a bill which it

proposes to have introduced into Congress, asking for an appropriation of one hundred million dollars to be expended in improving the highways of this country. This is "a mere bagatelle," says our pushing contemporary, the *Gazette*.

The proposed act provides:

"That the entire surplus of forty-three million, five hundred thousand dollars be appropriated for the purpose of roads improvements, and that a further sum of fifty-six million five hundred thousand dollars be provided, by the issue of one year bonds (as provided hereinafter), making a total of one hundred million dollars.

That one year postal bonds, of the denomination of one dollar, bearing interest at four per cent., be issued, to the amount of fifty-six million five hundred thousand dollars, and that these bonds be placed on sale simultaneously at every post office in the United States.

That the entire sum appropriated be apportioned among the counties and territories of the United States, according to the population of each county and territory."

The proposition is so gigantic in its scope that we must be allowed a few days to recover our breath, and pull ourselves together, before expressing an opinion, but at first blush we must say we have grave doubts as to the possibility of such an act passing the two national houses of Legislature unanimously, and our most sanguine imagination is not equal to the thought of President Harrison just laying awake nights, in his anxiety to affix his signature to the act.

LAST week we made the bare announcement that a mass meeting was to be held at Utica, N. Y., March 3d, under the auspices of the New York Roads Improvement Association. This week we call the attention of New York readers to the announcement and appeal of Chief Consul Bull on this important meeting, which will be found in the Official Department.

EVERY honest man in the League will notice with pleasure the action of the Amateur Athletic Union Committee on Revision of Rules in passing the following resolution, reccommending "that the Amateur Athletic Union would further the best interests of the amateur sport by passing a law to the effect that no club be allowed to defray the expenses of its athletes to other than championship meetings."

Of course a reccommendation does not absolutely mean an adoption, but the source from which the suggestion comes is such as will carry weight, and almost insure adoption.

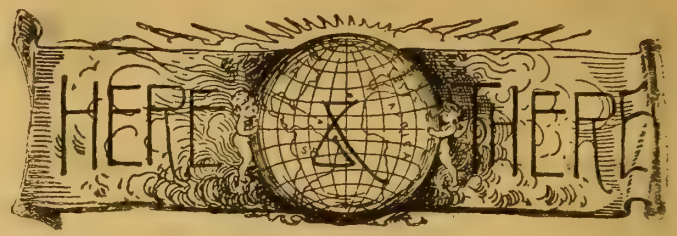
The change when made will be a long stride in the right direction, and when the A. A. U. has squarely placed itself on record as being opposed to the abuses which have prevailed to such an extent in the past, among so-called amateur athletic clubs, it will be the duty of every organization and individual that has the true amateur spirit as a motive to encourage the Union and aid in its honest endeavors to purify all sports, in its efforts to bring the appellation "amateur" once more into repute and restore to the noun its meaning in all fullness.

TO TOURING WHEELMEN.

IF tourists who intend passing through this section will communicate with me, I will gladly give them reliable information as to routes, grades, surfaces and condition of same. I furnished this complete to John A. Wells about two years ago, too late perhaps to find a place in the new road book, which contains the same report as in the first edition of the Pennsylvania and New Jersey road book, and evidently a farmer's "guess." The route given from Wellsboro' to Blossburg, via Cherry Flatts, is correct. The one from Roaring Branch to Elmira, via Blossburg and Corning, is very *in*correct. Do not follow it or you will get lost, or break your neck, or both.

Shall be very glad to extend every courtesy to visitors.

Very faithfully yours, E. L. RUSSELL,
Blossburg, Pa., Feb. 4th, 1890. Consul for Blossburg.



CHICAGO.

"THE STROLLER."

THE smoker at the Chicago's Saturday evening was one of the most enjoyable of the season, and all members who were not there missed a musical treat. The Ashland quartette and the Fireman pianist (so called by the President) were the attractions, and they took the club by storm. Song after song followed, until it seemed as though the members would never be satisfied. "O'Brien's Raffle" and the topical song, "Near It," brought down the house.

THE Chicagos have organized an indoor base ball club, Hall Fake, Captain, and are open to challenges. Saturday night they defeated the Woodlawn Club; score, 16 to 11.

THE Douglass Cycling Club held their third annual masquerade Friday evening last. Every one had a good time, and the club is many dollars ahead by the same.

GARDEN expects to start on his annual trip East this week.

LUMSDEN has finally concluded to gratify Campbell's pride by accepting his defi for a series of three races, and named the value of $250, just to make it interesting, as long as Campbell does not care about the amount, and now Mr. Campbell will have a chance to show what kind of a sprinter he really is. The races, if run, will be a one-mile, a half-mile and a quarter-mile.

THE Chicagos are now considering a proposition which, if accepted; will give them control of the finest bicycle track in the West, if not in the country.

As an illustration of the farce of our so-called jury system of trials, how is this? Some two years ago a member of the Chicagos, nee Fort Dearborns, was deliberately run into by the driver of a milk wagon, and the cycler's wheel was a total wreck in consequence. His club took up the fight for justice for him, brought suit before a Justice, and got judgment for $137.50, the full amount of damages claimed. Mr. Milkman appealed the case, refusing to settle or compromise. In due course of time the case was tried before Judge Clifford, and although the facts presented and the law and the Judge's instructions to the jury were all in favor of the cyclist, the jury found against him. A new trial was asked for and granted, and after a year of waiting was once more tried, before Judge McConnell, last week, and although the club had employed some of the best legal talent in the city the result was the same; the law and judge were with the cyclist, but the jury was not. And so although the law and the facts are with us, we are denied justice, owing to outrageous prejudice.

"ALERT'S" letter of last week seems to be composed of abou one third (or one item) of news and two thirds (or two items) of assumed indignation and wrath. His spasmodic attack on my veracity as a correspondent would indicate that some one had stepped rather harshly on his toes. Perhaps I have told a few unpleasant truths about himself, and he feels agrieved and rushes headlong into print; and while trying to defend an imaginary wrong done our mutual friend Street, is in reality trying to get even with the "Stroller" on his own account. He accuses me of saying that there was discord in the ranks of the Illinois Club, and I am forced to say that he is mistaken when he makes that statement. Not daring to come out openly and say what he is mad at, and evidently eager for a scrap, he goes back to my remarks about the Illinois Club annual election. Now the facts are that there were two tickets in the field, and as in any club election considerable talking was indulged in before the election came off. Mr. Street was nominated for the office of Captain, and also for the office of Secretary, and must have had some popularity to receive both nominations. Shortly before the election he withdrew from the race for the Captaincy, leaving Mr. Arthur the only other nominee in the field, upon which I wrote that "in the race for the Captaincy the pace was too hot for Street," etc. Whereupon I am accused of trying to prove that Street is unpopular in his club. Mr. Street was re-elected Secretary by a rousing majority. Do you think that if he wanted it he could be elected Captain, Mr. "Alert?" And even if he could not, would that prove that he was not popular?

Bosh! Mr. Street is too well known to need a prevaricator defend him from any attack, even if one were made, as you slightly insinuated. The Illinois Club has not been in the habit of electing men to office because of their popularity only, but because they had brains and ability to fill the office.

BOSTON NOTES.

"TONEY."

One of the most prominent organizations of Springfield is the Springfield Bicycle Club, which was formed May 6, 1881, and which, when Springfield was the cycling Mecca of America, was always on hand to welcome the coming and speed the parting guests. Many a well-known wheelmen speaks in words of praise of this organization, and only wish that the time may soon return when once more they can meet the cyclists of Springfield on their own battle ground, and receive the same cordial treatment that they have in years gone by. But those times are gone and past, and it is not quite likely that Springfield will ever see such a large number of wheelmen as were congregated within its borders, and eagerly watched the movements of the combatants as they strove for supremacy and honor. Yet despite the changes that a few years have wrought, the old and popular club still remains a great credit to the city that gave it birth, and a memoir of great racing. At the present time it has a membership of about 85, and is captained by Mr. Fred A. Eldred, about whom a few words at the present time would not be inappropriate. Mr. Eldred, whose great-great-grandfather was one of the first settlers of Ashfield, Mass., is about 28 years of age, and besides being considered a fine looking fellow, has the benefit of an excellent education, he being a graduate of the Springfield High School, and having taken a two years' course of study at the college at Three Rivers, Canada. Besides being a thorough sportsman, in the full sense of the phrase, he is a prominent pharmacist, and a member of several secret orders. In 1884 he became a member of the club of which he is now the captain, and thereafter took a great interest in road racing. Capt. Eldred has been a competitor in many road races, but having kept no record, he is unable to designate them. He holds all the record on the Springfield roads, and in 1885 made the 20-mile road record which Whittaker recently lowered.

The racing members of the Dorchester Club are already getting in trim for this season's work, and the club team that ever beats them will have to do some extra heavy riding. This team intend showing the other memhers of the racing fraternity their rear wheels on every occasion.

The lady friends of the Somerville Cycle Club were royally entertained by the members of that organization at their rooms last Tuesday evening. Last year the annual ladies' night wast held at Young's Hotel, but for various reasons it was decided to hold this year's party in Odd Fellows' Hall, Somerville, which is in the same building as the club headquarters.

The members of the Somerville Cycle Club have appointed a committee to consider the advisability of holding a supper and "gander party" at Young's Hotel. They propose to make the affair one that will be handed down to posterity as a fair sample of what the Somerville men could do.

On the twenty-eighth of the present month the advocates of a road commission will appear before the highway committee at the State House, and plead for the appointment of a set of men, who shall have entire charge of the roads, and who shall see that they are kept in better condition than they are at the present time. Several prominent lawyers, the Chief Consul and a number of local consuls will have something to say about the matter, and then if the committee reports favorably we shall probably have good and efficient road commissioners.

Not being satisfied with their present badge, the members of the Cambridgeport Cycle Club have ordered new ones, which will be delivered to them in season for the first club run of the riding season.

NEW JERSEY NOTES.

"NITRAM."

Have you heard of the grand time soon to be indulged in by the Plainfield people, at the monstrous fair to be held by the Plainfield Bicycle Club, on February 20th, 21st and 22d? Boom is no name for the manner in which affairs are working in connection with it, the magnitude of it can hardly be surmised. The great enthusiasm shown, not only by the members but by everybody, is marvellous, to say the least; the immense support promised by the ladies who will officiate at the various booths is in itself a sure guarantee of success; the joy that fills the bosoms of the members is unbounded. Special attractions will be devised for the delight of the neighboring cycling clubs, that, I have every reason to believe, will turn out in large numbers. As Saturday, February 22d, is a holiday the fair will be held in the afternoon as well as the evening, and in order to have the visiting wheelmen meet the same day, the Plainfielders have set that day aside for them. I would suggest that the members wear their uniform cap and coat for the purpose of identification. The services of several excellent musicians have been engaged, and their rendition of classic as well as popular music will form a very pleasant part of the programme.

The members of the Owl Bicycle Club, of Bordentown, are arranging to give an entertainment at an early date, similar to those recently held so successfully by the Atalanta and Elizabeth Wheelmen.

Captain Robert V. Whitehead, of the Trenton Wheelmen, Chairman of the committee lately appointed to formulate plans for the annual meet of this Division, to be held at Plainfield, on May 30th and 31st next, has called a meeting of his committee to be held at the club house of the Elizabeth Wheelmen, on Friday evening, February 14th.

Still the membership of the Plainfield Bicycle Club keeps rolling up. At this meeting a Gymnasium Committee composed o five was appointed with Dr. J. H. Boley as Chairman; they will draft a set of rules to govern the gymnasium and will have full power in its management. A caucus will be held on Saturday evening, March 8th, to nominate the officers for the coming year. The Billiard and Pool Table Committee were instructed to procure another table, the present one not being sufficient for the wants of the members. The Saturday night Entertainment Committee will hereafter be composed of three instead of two members, and they will be appointed for the remainder of the season by President, Councilman Townsend Rushmore.

The second club social of the Elizabeth Wheelmen was held in their club house on Wednesday evening, February 12. It was a huge success, being largely attended by the members of the club with their lady friends. The evening was very enjoyably spent in dancing, followed by a bountiful supper which added no small amount of enjoyment to those present.

The meeting of the Meet Committee, N. J., Division, has been postponed to Saturday evening, February 15th, and will be at the club house of the Elizabeth Wheelmen.

NEW YORK.

"HAWKSHAW."

What a lot of sins we have to answer for that really do not belong to us! As soon as one has taken to scribbling for the press, especially that portion of it denominated as cycling, he must be prepared to have the burden of many an uncommitted crime laid upon his shoulders. It matters not whether you be innocent or not, still must you be adjudged guilty by these know-alls, who insist that you must have written an article simply because they do not know who did do so. It is amusing, even while it is unpleasant, this putting of an unearned laurel wreath upon one's brow. Several years ago there was a New York correspondent of the Bicycling World who wielded a clever pen under the name of "Titnam." Now this gentleman's pen was not only an able, but also an exceedingly sharp one, and was the cause of getting an innocent individual into considerable hot water. It appears that "Titnam" at one time thought it his duty to rather sharply prod up one of our prominent clubs, a proceeding naturally to their displeasure. Now none knew the personality of the writer, and the paper very properly refused to give his name, so the dissatisfied individuals looked about them to find the guilty man. At last a bright idea struck them, at least they thought it was a bright one, and they came to the conclusion that the "Old Vet" Pitman must be the culprit, because Pitman and Titnam were so nearly alike. The more they thought it over, the surer they became of his guilt, and it cost Pitman many a long argument to convince his accusers that he was as innocent of the crime they charged him with, as they themselve were. So many times have I heard men accused of writing a thing that they had never seen before it appeared in print, that I am sure, that if many of these hot headed accusers were only to stop and think how foolish such performances are on their part, and how unpleasant they are to the victim, that they would not so readily expose themselves to ridicule and we writers to pain.

There is a hand organ just beneath my window now, grinding out "Some Day." "Chestnut!" Well, I guess you are right, but do you know when I hear that piece of music, and am sitting here writing for a bicycling paper, it carries me back to the first time I ever heard it. There is a little bicycle romance connected therewith that might perhaps be worth narrating. Along in the summer of '82, I think it was, I joined a fellew wheelman in a journey a-wheel

from Brooklyn to Greenport, making a trip from one end of Long Island to the other. It was an awfully hot day in August, and men and riders were not then what they are now, so we were purchasing our pleasure by the sweat not only of our brow, but of every pore in our bodies. Something to drink became a necessity, and despairing of ever finding a place to purchase it, we determined to ask it as a favor at the next house we should reach. Just as we were entering Bay Shore, our eyes were greeted by the sight of an elegant cottage, all embowered in trees and vines, looking so cool and charming, that to us, dust covered and parched with heat, it seemed almost as welcome as an oasis is said to be to a lonely Arab in the wastes of a desert. We leaned our wheels against the gate, and crossing a small lawn presented ourselves at the front porch, and looked for some bell or other means of making our presence known to the inmates of the villa. Suddenly out from the gloom of the shaded porch, a voice like a silver bell, so soft and low was it, asked, "well, gentlemen, what is it?" Blinded by the glare of the sun, we had not before noticed that lying in a hammock, suspended from the posts of that porch, was an exceedingly pretty girl, and for a moment so surprised were we, that for my life I couldn't tell whether I wanted to commit arson or elope with the young lady. Finally, however, my comrade, who was older and more experienced than I, found both his voice and his wits, and made our wants known. The lady had by this time betaken herself from her comfortable hammock, and drawing nearer us, thus plainly saw, and no doubt pitied, our sunburned faces, and asked us if we would not prefer a glass of milk, instead of one of water. Well, you can rather imagine that our reply was a very distinct affirmative, and we soon found ourselves seated on that porch, with a great glass pitcher of milk between us, which disappeared so rapidly, without any visible effect upon our thirst, that our fair hostess insisted on replenishing it for us, which we did not quite so quickly empty. Those days riders were yet a novelty, and as such commanded much interest and inquiry, so we were soon engaged in a conversation with the lady who had so kindly and so bountifully entertained us, in the course of which conversation some mutual acquaintances were discovered, and the fact brought forth that my companion was a member of one of the most famous quartettes of singers in New York. A request that he sing, could not of course be refused, when it came from so fair a hostess, so into the parlor we went, dusty and dirty as we were, and after offering apologies for our appearances, my friend seated himself at the piano, and in one of the most perfect baritone voices I have ever heard, sang this same old chestnut, "Some Day," then but just published. By the time he had finished, the mother and sister of the lady had joined us in the parlor, and what the audience lacked in numbers it made up in appreciation, as an encore was insisted upon and given. In a short time we took our leave and completed our journey, upon which no pleasanter episode than this happened. In about a year I attended the wedding of my comrade and that young lady, and I don't believe anybody but ourselves understood why it was, that while waiting for the ceremony to begin the organist should choose so inappropriate a piece of music as "Some Day" to act the part of an overture, as he did. We understood it, however, and so I know the reader will, but *that* organist and the one who was just now rendering it were different, much different; that, too, I hope my reader will understand.

HARTFORD.

"CLAYTON."

ABOUT twenty-five of the Wheel Club boys will accompany the Polo team to New Haven on Thursday evening next, leaving this city at 7 10. The make-up of the team will be as follows: Wood, first rush; King, second rush; Laiman, centre; Shea, half back; Spaulding, goal. As the expense to the New Haven club in securing the rink, etc., is quite large, an admission fee of 25 cents will be charged. An exhibition by Dan Canary and a concert will take place before the game.

THERE is a movemvnt on foot which will probably result in Asylum, Pratt, State and the business portion of Main streets being paved with asphalt and the remainder of the principal streets with macadam; at any rate the streets will have a general overhauling.

HARRY LEE told the boys all about (?) his Providence trip, at the club rooms, last Sunday. Harry was very loud in his praise of the Rhode Island boys' hospitality.

ABOUT one-half of the boys in our club have contracted the bowling craze, and having engaged one of the best alleys in town for Tuesday evenings, have formed two teams, the management of both being under Mr. Geo. C. Dresser.

LAST Sunday's New York *World* devoted about three columns to article on Hartford's prominent wheelmen, which contains portraits (?) of Messrs. Post, Tracy, De Blois, Huntington, Henry Goodman and Joseph Goodman. For this enterprise, I understand the *World* had a very narrow escape from several libel suits.

BALTIMORE.

"ARGUS, JR."

ONE of the events of the season was the visit here last week of Edward Leslie, the well-known comedian and mimic of the team of LeClair and Leslie. Leslie is a cyclist, though a new accession to the ranks. He was the guest of the Chesapeakes on Saturday night. After an introduction to the members he made one of a supper party at Berger's, given by Wm. Unverzagt. When the inner man was satisfied the whole party returned to the club house, and revelled in music and jokes until 4 A. M. On Sunday afternoon the Chesapeakes made a special run in his honor. Sunday evening he spent at the Maryland Club house, where were gathered a large number of members of that and the Chesapeake and Baltimore Clubs. He is a genial fellow and made himself very popular.

THE supper party alluded to above was, by the way, an unusually enjoyable affair. It was given by Mr. Unverzagt, in honor of his twenty-first birthday. There was an abundance of choice fare, and an unlimited supply of various brands of moisture wherewith to wash it down. The speeches were short but appropriate, and at the close of the feast the unanimous wish of the guests was that the host might have many more twenty-first birthday celebrations of a similar sort.

B. HOWARD HAMAN, one of our ablest lawyers, and a cyclist, horseman and an amateur farmer, is preparing a bill for the Division officials to lay before the Legislature. It will aim to make the existing road laws more effective by the appointment of a State Road Engineer.

THE Centaur Club gave a big smoker on Monday, the 10th inst. Many members of active clubs were present, and a most enjoyable evening was spent.

THE Chesapeake Wheelmen gave their regular monthly dance on Tuesday. The spacious club house was filled with guests, who voted the event the most enjoyable in the history of the club.

PENNSYLVANIA.

"ARIEL."

MERRIHEW to-day tells me that the Chicago men positively refused to race at any distance over 25 miles, and sooner than not have any contest the Wilmingtonians waived their right as the challenged party and accepted that. And this in the face of all the blow from the Windy City about the invincibility of their men, both on the track and road! If there is backbone enough in Chicago to come to time on the Van Wagoner 100-mile road race it will probably settle all claims to long-distance honors, as more Eastern men than Van Wagoner will be in the affair. *En passant*, it is worthy of note that Mr. Van Sicklen has not yet summoned sufficient heart of grace to accept, or even pay any attention to, the recent offer to arrange a team track race this year, preferably at the League Meet. Discretion is undoubtedly the better part of valor, but it might be just as well to muzzle the Chicago news gatherers.

"QUAKER CITY WHEELMEN" is a name long time familiar to Philadelphia riders, and it will be once more seen on the road, having been assumed by the Edgeley Wheelmen.

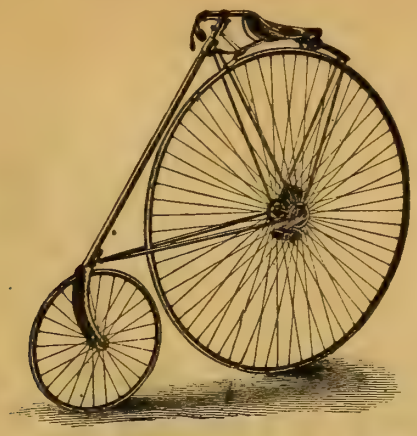
ST. LOUIS will make an acquisition by the removal of ex-Captain Leisen, of the Pennsylvania Bicycle Club, to that city, which will shortly take place.

B. F. MCDANIEL has received the gold stop-watch offered by the *Item* as the prize for the 24-hour record created by him last fall, and now finds that he is always wanting to know what time it is.

Two full-dress receptions and balls are coming off this week, and will be events of the past ere this reaches Philadelphia On Thursday night Pennsylvania dances at the club house, and Friday night it will be Century's turn. On Saturday night "Penney's" long-looked for athletic entertainment comes off, with some of the best local talent obtainable. A tug-of-war contest between teams from the Pennsylvania, Century and South End clubs will be the *piece de resistance*, and for this a handsome trophy is offered as prize.

MOMO FUKUZAWA, a former member of the Pennsylvania Bicycle Club, writes to a friend in this city, from far Japan, that many of his friends have become infected with his enthusiasm for wheeling. He uses a safety, while a friend of his rides with him on an ordinary.

THE South End Wheelmen held a smoker and entertainment on Friday night, which attracted a large audience. A large orchestra



What are the Advantages of the Eagle?

THESE ARE A FEW OF ITS ADVANTAGES:

It runs easier and is propelled with less exertion than any other bicycle in the world.

The weight of the rider being carried almost entirely upon one large wheel, the friction to be overcome in running is reduced to the smallest amount possible.

Every ounce of the rider's weight can be applied in propelling the machine.

It is easier for the rider in riding long distances, as his weight can be alternated from the saddle to the pedals.

The rider is in position to stand at any time upon the pedals and neutralize all jolts with his knees and ankles, which are far superior to any spring frame and much more durable.

It is an excellent hill climber, also safe and easy to control in coasting.

It can be turned in less space and stopped more quickly than other machines.

It is safe from headers.

It is noted for its excellent workmanship, and the material used in its construction is the best that can be bought.

NEW CATALOGUE FOR 1890 WILL BE READY FEB. 20th.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

FREE. **FREE.**

The 1890 Catalogue of the Coventry Machinists' Co., Ltd., containing full particulars of the "Swift Safeties," including the latest novelty, the

"SPRING-FRAME SWIFT."

GET IT. **GET IT.**

THE COVENTRY MACHINISTS' CO., Ld.,

239 Columbus Ave., = = BOSTON.



We were the first American makers to demonstrate the merit in the bicycle for the use of a lady. We are now making three that are suitable for the use of both sexes.

They are

The American Rambler,

The American Light Rambler

—AND—

The American Ideal Rambler.

CALL AND SEE THEM AT OUR

Boston Store, 178 Columbus Avenue,

OR WRITE FOR CATALOGUE.

Gormully & Jeffery Mfg. Co.,

CHICAGO & BOSTON.

SOLE NEW ENGLAND AGENTS FOR THE CELEBRATED MERRITT TYPE WRITERS.

was in attendance, which rendered some very fine selections during the evening. There were several fine exhibitions of sparring, wrestling and fencing by the talent present.

SYRACUSE.

"SALINA."

THE Syracuse Cycling Club met with a disappointment on Thursday, when it was learned that a lease could not be obtained for the premises it had in view for a club house. The owner of the house backed out at the last moment. A special meeting was hurriedly called for the following evening, and was largely attended. Another location was presented by the committee, but was dismissed as not being desirable. The boys were not disheartened, and resolved to act as a committee of the whole to discover a suitable house. Nine hundred dollars has been subscribed toward furnishing a club house, and there is no doubt but that before the club is obliged to move out of its present quarters (May 1st) the proper place will be found.

"SALINA" was formally introduced to the Syracuse Cycling Club at the last meeting, and the members did him the honor of appointing him "Club Correspondent" to the WORLD.

AT the February meeting of the Syracuse Cycling Club, that organization placed itself on record by adopted the following resolution: "Resolved, That at the opening of the wheeling season of 1890, it gives the members of the Syracuse Cycling Club pleasure to send unanimous greeting to their Chief Consul, W. S. Bull. Such greetings are intended as an assurance of approval of all that he has done for the L. A. W., State and national, to wish success to his present plans, and to renew allegiance to him for co-operation." The club also expressed its desire to have the annual State race meeting of the L. A. W. held in Syracuse, and to look into the possibility of such an event a committee was appointed, of which Club Representative Charles W. Wood is Chairman. Eleven members were admitted to the club.

JAMES P. BECKER, of the Knickerbocker Cycling Club, has accepted a position as permanent instructor of the Binghamton, N. Y., gymnasium. He has the best wishes of his friends.

SEVERAL tandem bicycles will be ridden in Syracuse this season. The Penn brothers have one already. Four new ones have already been ordered, and all four tandems are in the Syracuse Cycling Club. There is talk of a club tandem race. Avery and Wadsworth are in training at the Y. M. C. A. gymnasium for the event. They challenge the other teams to a race for the club championship.

PORKOPOLIS NOTES.

"STAR."

A BICYCLE club is somewhat of an anomaly, as it is neither an athletic nor a social organization pure and simple, but is a combination of both, and therein lies its weakness. Without social features there is nothing at the end of the riding season to hold the club together, whilst if this feature predominates the cycles are apt to grow rusty from disuse. In this very feature, however, there is a lurking evil, for unfortunately there are some individuals who cannot conceive of a social gathering in which "John Barleycorn" does not participate. There are some such who have contracted or rather expanded the habit of drinking till their capacity has become unlimited. There are others who take in such quantities of fire-water that their wheels become unmanageable, and to whom it might not be safe to suggest the advisability of taking such loads on the instalment plan. The presence of such an element in a bicycle club may be all right to those who take pride in styling themselves "men of the world," and who sneeringly allude to those who think differently as "narrow minded," but it is certainly not calculated to elevate or advance cycling to any great extent for the interest of such persons in cycling is generally in an inverse ratio to their capacity for stimulants.

THE local wheelmen were shocked to hear of the mysterious disappearance on the morning of Monday, Feb. 3, of Mr. H. W. Longley. He left his purse and keys at home, and nothing has been heard of him from 6 A. M. Monday to the present writing, Saturday afternoon. He had been very ill for some time, and had not yet fully recovered when his wife was taken seriously ill, and it is believed that the consequent care and anxiety affected his mind. He is one that was universally liked and respected. He was a very enthusiastic cyclist, and by his daily example demonstrated the practicability of the cycle in facilitating the transaction of business. He was also a great believer in archery, and has contested in archery meets in all parts of the country. Whilst it is feared that he may have suicided, his friends still cling to the hope that he may be found alive.

THE Legislature is to be asked to condemn that part of the canal (the classic Rhine) lying within the city limits, and transform it into a magnificent boulevard. If it should be paved with asphalt it would give the dudelets who dislike the dust of suburban roads, a five mile stretch on which to display their agility. It will also afford a most desired outlet for those taking runs to Venice, Hamilton, Oxford, Lebanon, etc.

NEWS AND COMMENT.

WE are advised that Mr. Edwin Oliver, familiarly known as "Ned" Oliver, has severed his connection with Messrs. Gormully & Jeffery Mfg. Co. We hear that Mr. Oliver will be connected with some newspaper in the Northwest. We hope Mr. Oliver will not lose his interest in cycling affairs; we do not like to see the "Forty-niners" of cycling drop out of our circle. We wish Mr. Oliver success wherever he goes.

WE don't often publish poetry, but when we do we always insist that it should be remarkable for its excellence or atrocity. We print the following, as it is remarkable for ——

"There was a brave rider named John,
Who always the large wheel rode on;
While coasting a hill
With wonderful skill,
He struck a large rock,
Came near breaking his neck,
And now as he swiftly glides past us we see,
On a safety is riding friend John.
(Signed) P. NUTT."

Secretary Bassett got hold of the above, and penned the following comment, which is, we must say, also "remarkable:" "P-Nuts always make me ill."

THE Newport, R. I., *News* says that the movement inaugurated by wheelmen to obtain better roads, especially country roads, has reached Rhode Island.

CHIEF CONSUL EMERY was the guest of the Bay State Bicycle Club, of Worcester, Mass., on the occasion of the fourth annual supper of that club. As usual the Chief Consul made a strong speech on behalf of the League. Mr. E. F. Tolman, as the "Father of cycling in Worcester," gave some most interesting reminiscences.

MAYOR CHAPIN, of Brooklyn, N. Y., last week appointed Captain Charles H. Luscomb, of Company K, Thirteenth Regiment, Park Commissioner to fill the vacancy caused by the resignation of Henry I. Hayden, who has just assumed charge of the Police Department.

MESSRS. PERKINS and Cossum are in Albany this week, pushing the Roads Improvement Bill formulated and presented by the national Rights and Privileges Committee.

WE are sorry to hear that W. W. Windle is quite sick.

PROFESSOR P. LEPERRIER, a professor of French of several schools in New York City, will pilot a select party of New York cycling school boys abroad the coming summer.

THE Hoosick Falls (N. Y.) wheelmen have a lot of "talent" among them. This "talent" lately gave a most enjoyable entertainment in their native town, and so successful was it that they consented to appear before a Cambridge, N. Y., audience last Friday. The entertainment was pronounced a great hit.

THE *Argus*, of Albany, N.Y., thus describes the new quarters of the Albany Wheelmen: "Last evening the Albany Wheelmen formally opened their new and cosy quarters at 373 Hudson avenue. The club house is unpretentious, and yet more cosy quarters cannot be found. To the right of the hall is the parlor. About the walls are tasteful pictures of the club, wheelmen on the road, and other apt engravings and paintings. The pennant also decorates the wall, while their banner of white and crimson, the colors of the club, stands in a handsome case in one corner of the room. Rich tapestries separate this room from that of the officers. The upper rooms are all comfortably furnished and decorated, and throughout the house everything has an inviting air. The club is in a prosperous condition, and numbers over forty members. Miss Jennie Honig was elected to honorary membership."

THE Harvard Bicycle Club is going to hold a race meeting in May. Valuable gold, silver and bronze medals will be given. Mr. Greenleaf will have sole charge of the whole matters.

THE Albany (N.Y.) wheelmen's indoors tournament to be held tonight (Friday) promises to be a big success in every way.

WESTERN NEW YORK CYCLERS are talking up a 100 miles road race from Erie to Buffalo next spring.

THE Chicago *Times* does not like the rule which bars men who have won club races from entering "novice races." We must beg to differ with the *Times*.

THE New Haven (Ct.) Bicycle Club is to hold a grand racing tournament. All the clubs in the State will be invited to participate. Hamilton Park will be secured for some date between April 15 and May 15. There will be about ten races, and excellent prizes will be offered for each event.

MISS EMMA RUMMELL, captain of the Women's Wheel Club, of Buffalo, rode during 1889 exactly 2937 miles on her ladies' bicycle.

THE ladies' wheel is growing in popularity in New York. Mr. Geo. R. Bidwell's instructor gave private lessons to twenty-four young ladies in one day.

THE *Press* of Great Falls, N. H., in speaking of the proposed bill for the improvement of highways to be introduced into the Massachusetts Legislature, says: "Doubtless a State engineer would be a very desirable official to have, but he never could convince the average country highway-surveyor that the outlet of a sewer should not be higher than its inlet, or that roads should not be constructed so as to be volcanos of dust in dry times and oceans of mud in the rainy season. There are some tasks too great even for a State highway engineer to perform."

THE American *Law Register* prints the following decision: Rider of a bicycle has equal rights upon the highway with a person in a carriage drawn by horses, and allegations that a defendant rode a bicycle in the centre of the road, at the rate of fifteen miles an hour, up to within twenty-five feet of the faces of the plaintiff's horses, whereby they became frightened and ran away and injuried the plaintiff, do not state a cause of action. Holland v. Bartch, S. Ct. Ind., Sept. 18, 1889.

A CURIOUS decision was rendered in a Washington (D. C.) police court the other day. A couple of weeks ago we reported a case of collision and damages to the plaintiff's person and bicycle. The defendant was on the wrong side of the street, and it was so proven. Judge Miller, in giving his decision, said: "It is a very nice question in my mind whether the horse ran into the bicycle or the bicycle into the horse. Mr. Sanner (the defendant), I do not think is liable, except in violating the police regulations by driving on the wrong side of the street. He had no business on the wrong side of the street, but after that was done, I do not think he should be held responsible for the bicycle. I will impose a fine of $5." With all due respect to the Honorable Judge, we do not think that decision would hold water in a higher court.

TUESDAY evening, the 4th inst., was the occasion of the second grand reception of the Bridgeport (Ct.) Wheel Club in their rooms in the Studio Building. Every detail for the comfort and convenience of the guests had been previously arranged, and the affair passed off in a very successful manner. During the evening an excellent collation was served, and the merry gathering did not break up until the wee hours of the morning.

EUGENE M. AARON, the ex-Secretary-Editor of the League, has gone to Mexico on special business for the society of which he is Secretary.

MR. FRED T. MERRILL, of Portland, Or., has been expected East for some time, but we are just in receipt of a letter from him, in which he says: "Owing to sickness and death, my trip East has been indefinitely postponed." We are sorry to hear of the serious cause of Mr. Merrill's inability to come East.

THE District of Columbia has called for sealed proposals for the improving of the roads of the District by grading, laying gutters and macadam roadway.

THE latest wheelman to apply to the Kentucky Division of the L. A. W. is Dr. B. O. Doyle. To the Doctor we must give the credit of introducing the first lady rider to Louisville, his daughter, who, it is said, rivals her father in fast riding.

GOOD for the Amateur Athletic Union—if it only adopts the rule as suggested by the Committee on Revision of Rules.

MR. MCOWEN, the new proprietor and Editor-in-chief of the *American Athlete*, was in town last week. We had the pleasure of meeting Mr. McOwen for the first time, and we sincerely trust that it will not be the last. "Chris Wheeler," as he is known in the family of cycling scribes, is one of the brightest and most entertaining of writers.

CAPTAIN MCCHAN, of the Buffalo Ramblers, has tendered his resignation, at a late meeting, which was accepted with the deepest regret; business matters being the cause.

THE Buffalo, N. Y., Bicycle Club have introduced the feature of "Saturday night lunches," a feature which is bound to be a popular one.

AT a regular meeting of the Hagerstown Bicycle Club, at Hagerstown, Md., on Monday evening, February the 3d, articles incorporating the club were read and approved. The legal incorporation of the club will be effected at an early date.

THE Pennsylvania Road Books recently ordered by the Maryland Division have been received, and will probably be forwarded to members of the Division this week.

THE Boston Street Superintendent urges on the city government the necessity of largely increasing the appropriation for building and maintaining streets. The street mileage of Boston has increased vastly during the past year, and the appropriation has not kept pace in proportion.

THE Atlanta Wheelmen, of Baltimore, Md., effected a permanent organization on Friday evening, February the 7th. The club will make specialties of social features, and will encourage tandem riding. At present it has a membership of about twenty-five, of whom ten are ladies. A committee was appointed to secure suitable club rooms.

WE regret to hear that Mr. Charles Gates, a prominent and well-known Buffalo wheelman, has met with a serious bereavement in the death of his father. Mr. Gates will have the sympathy of his numerous friends in his sorrow.

OUR "baby" contemporary, the *Bearings*, is come to us. It is only just born, but it seems to be a precocious infant, and bright withal beyond its age. We welcome *Bearings* as an aid to further the cause of cycling, and so long as it does this we wish it prosperity.

CHICAGO NOTES.

"ALERT."

AMBITION is generally very laudable. I rejoice when I see a man attempt to snatch victory from defeat, or even when defeated try it again, IF he has any fair chance of success. Although a cat may look at a king, yet it would not be fitting to see them engaged in a contest of strength with each other. When a man picks me up, dusts the floor with me, and leaves me *hors de combat*, I am apt to admit that I am whipped, and also that I am not over anxious to be again butchered to make that man a holiday. When two bicyclists of experience, each in perfect condition, meet in an open contest the best man will win, and as many more times as they meet will not change the order of finish. If this is so, what will you say of a man who enters a race aiming to be the first over the tape, but who finds himself beaten at the finish, not by one but by a half dozen riders? and if this is repeated again and again he should gracefully acknowledge his defeat. I certainly admire the assurance of Mr. W. S. Campbell when he challenges Mr. Lumsden for a series of races, when his defeat at Peoria by half a dozen men is still fresh in his memory. Why he should challenge this rider who is acknowledged the fastest in the West, when there are Tuttle, Myers, Winship, Thorne, Van Sicklen, who were defeated by Lumsden, and who in turn were victorious over Campbell, 'tis to me the height of absurdity.

IF Campbell is as we of the West think, a searcher after notoriety and medals, let him beign at the bottom and work to the top. Let him challenge the slowest of the Western cracks and defeat him first, before he essays to meet Arthur Lumsden. But the die is cast, and if anyone can discover Mr. Campbell with a microscope after the second race he will be awarded a prize, for he will certninly be gifted with second sight.

MR. CAMPBELL'S challenge winds up with, "I hope that the *Referee* will either accept the challenge or quit blowing, it wouldn't make much difference to me which," and Mr. Miles might exclaim, "and this to me?"

WHAT would the East say if our champions went from their own barn yard and were so "taken in" by a neighbor's chickens? What would the *Sporting Times* say then? Do you suppose that a trio of our Western riders could go to another section of the country and come back with only one prize, and that one was in competition with a novice? When the Bankers and Campbell came West every one expected that the local rider would not get any better than fourth place, but when they went away the West was convinced that three reputations, built mostly on wind had been most thoroughly exploded.

HISTORY repeats itself. When the "old masters" were passed away, there sprang into existence a new set of painters, who, while immeasurably inferior to their predecessors, yet lived and flourished for a time on the glory of the old school. When the old school of riders married and settled down, a new set of riders grew up like mushrooms, and of this race the less said the better. Yes, Messrs. Campbell, Banker brothers, et al., belong to the *Renaissance*, but we hope the set back will be but for a short while, when a few such men as Windle (is supposed to be) will put these men in retirement.

THE *Referee* is very fair minded, and as far as I can see has treated the Eastern riders with marked consideration, and what is said about Lumsden was gleaned at Peoria, when he defeated every

amateur wheelman of any note in America, and although he does not ask the title of champion, yet he is to-day the fastest amateur in this country, and that title should not be disputed until he has been beaten.

THE new cycling paper, the *Bearings*, say: "The WORLD'S Chicago correspondent, 'Alert,' is away off on some of his statements, but his poetry isn't bad." This is very sad. I claim that my writings are the truth, the whole truth and nothing but the truth. But as for my poetry—well, we will let that pass. The *Bearing's* club notes are written by "Two Sharps," as they style themselves, but from their writings I should suggest that the name be changed to "Two Flats."

ENGLAND AND THE CONTINENT AWHEEL.

(BY GEO. D. MITCHELL.)

(Continued.)

Unfortunately all the roads leading into Paris but the single one by way of Versailles are paved, so we were compelled to take the train at Pontoise for the remaining fifteen miles. We had feared from the general reports that Paris would be crowded, especially over that greatest of fete days, the 14th of July, but the fact is the crowd has not been felt, and I would hardly have noticed that anything unusual was in progress in the city; lodgings perhaps have advanced to about twice the normal rates, but at the restaurants the usual prices prevail. To give an idea of the cost of reasonably comfortable living in Paris at this time, I may say that we paid for our lodgings, in the very centre of the city, everything included, about fifty cents apiece per day, and got very satisfactory dinners, with a small bottle of wine included, for twenty-five or thirty cents; so that the living expenses of a moderately economical traveller need not exceed $1.25 a day. To be sure, the horse-steak may be occassionally tough, but, as I heard one American say, "it tastes—— good," so the philosopher will not let that irritate him.

There is considerable asphalt and wood block pavement in Paris, but for the most part the Belgian block prevails, and any cyclist who contemplates riding much around Paris, either within or without, will be disappointed. I took a fifteen mile tour of the city one day and found most of the road rather rough. But I could not desist from riding out to Versailles one Sunday, over that famous road by which the mob dragged Louis XVI. back to Paris. The twelve miles out was a hard tug up hill, but I coasted most of the way back, and the view of Paris from the side hill behind St. Cloud, which was a favorite haunt of Napoleon's, would repay one for a much harder pull. I fell in with three other Americans on wheels, one living in Paris, another utilizing a two-month's vacation a-wheel and the third combining business and pleasure making drawings of new buildings in Europe, while on a cycle tour, for an American architectural publication. It is an amusing fact that around Paris the cabmen pay no heed to the cycler's warning bell, which is hardly heard above the clatter, so a sort of fish horn is now used, copied from those employed by 'bus-drivers, fastened to the handle bar and operated by compressing a rubber bulb, and producing a rasping blast that Gabriel will have to hustle to equal.

It is perplexing enough to travel on English railroads, or even in America, with a bicycle, but to run the gauntlet at a French railway station, without being able to treat with the girard in his native tongue, is infinitely more discouraging. You must first procure your ticket, then have your wheel weighed and pasted over with bills at another place, get your check and pay for it at still another, and finally see your property safely aboard the train yourself, subsidizing the attendants with a prodigal hand meanwhile. With this unwelcome prospect before us, however, when we left Paris we were forced to go by rail as far as Lagny, about fifteen miles, the road being horribly paved. We had provided ourselves in Paris each with a kind of felt-covered canteen, carried by a strap over the shoulder, and having filled them with wine, which costs from ten to twenty cents a quart, we felt quite independent of the wayside inn-keepers as we headed our wheels toward Brussels, 200 miles away.

We took dejeuner No. 2 at Meaux, and from the hill beyond, forty-five kilos., or about twenty-eight miles from Paris, the Eiffel tower could still be seen. Here we were directed to proceed to La Ferte, but after riding about ten miles we discovered that we were not on the right road for the particular La Ferte mentioned, there being three town of the name in that section. Resolved with Napoleon, however, never to turn back, we continued our course to La Ferte sur Juarre, confident that we would there find a cross road to La Ferte Milon, and after a general parley with the larger portion of the town's population we succeeded in tracing out a route on our map to the desired point. It first led up a long hill, from the top of which we had a magnificent view of the valley of the Marne, which we had just left, and then across the watershed which divides the Marne from the Ourcq. Like all such cross roads it was very little travelled and hilly, but we resolved to do penance for losing our way by seeing ourselves back on the direct road to Soissons before ending our day's ride, although our appetites suggested that it was already late. Just before dark we struck a three-mile down grade, which took us directly into welcome La Ferte Milon, where we found one of those dinners awaiting us which would be a recompense for many bad roads, and to which we did such a full measure of justice that my national pride felt deeply injured when I had to confess that we were Americans, for we literally laid the table in waste. It was here that we first encountered anything at all approximating good old American pie, which the European traveller sadly misses, for be it known that although their pastry over here has a very seductive exterior its material qualities are an absolute delusion.

(To be continued.)

FOR THE BETTS MEDAL.

The 50-mile race for the Betts Medal was finally run and won on the 2d February in New Orleans. The course was down St. Charles to Napoleon avenues, turning up St. Charles again to Carrollton avenue and back for ten laps. The whole distance was 50 miles to an inch.

The starters were: H. Christy, Neal S. Graham, R. M. Nolan and B. W. Cason, Jr. All kept pretty well together for the first three laps, the men keeping up a steady pace at about a 3.30 clip. At five, Graham, who had been leading, showed signs of weakening, and Nolan and Christy were losing ground rapidly. On the sixth lap, Graham dropped out, and Nolan and Christy still went farther to the rear. Nolan could not get nearer Cason than a quarter of a mile, and Christy was a good three miles to the bad. This was about the position of the men at the finish. Cason rushed in and was caught up by a crowd ready to welcome the plucky victor, having completed the whole distance in 3 hours 39 minutes and 20 seconds. Nolan deserves credit for the way he stood by the young champion and won the medal given as the second prize, as none but a determined man could do. His time was 3 hours 48 minutes and 10 seconds. Christy came in 25 minutes and 50 seconds behind the winner, and just did come within the limit which permits him to challenge the winner. Cason is only 17 years of age. He promises to be a goer of the first water if he does not use himself up before he matures.

HARVARD CHALLENGES YALE.

To the Captain of the Yale Bicycle Club:

Dear Sir—The Harvard Bicycle Club hereby challenges the Yale Bicycle Club to a team race; it leaves the choice of course, distance, number of men, and date, to Yale.

Hoping to receive a favorable answer from you, we remain,

Your obedient servants,

(Signed) E. H. ROGERS, President,
C. H. SPENCER, Secretary,
T. BARRON, Captain.

Cambridge, February, 1890.

HEARING ON THE PERKINS-COSSUM BILL BEFORE THE NEW YORK STATE COMMITTEE ON WAYS AND MEANS.

THE Committee on Ways and Means of the New York Legislature met at 3.30 P. M. Wednesday, February 12, and gave a hearing on the Road Bill, drawn by Messrs. Perkins and Cossum. The committee, at their suggestion, also took up the Potter Bill. Messrs. Perkins and Cossum appeared and were heard, as was also Mr. DePuyster. The committee voted to refer the L. A. W. bill to a sub-committee for it to report back, and also look into Mr. Potter's bill and if expedient submit a new draft. The committee asked many questions and appeared much interested. Now, whatever bill the committee shall report, let all join hands and work to secure its passage.

MESSRS. FRANK W. BAILEY, Park Densmore and George Inglis Black, all of Erie, Pa., are booked for Elwell's European Bicycle Tour. The party is already more than half full. They leave New York June 7th, on the steamer "La Bretagne," of the French line. This is the highest priced line that crosses the Atlantic, and everything aboard is superlatively fine. Arrangements have been completed by which the party will stop at first-class hotels throughout the tour. In Paris they will quarter at the "Continental," at the Falls of the Rhine they stop at the magnificent "Schweizerhof," at Strasburg at Hotel Victoria, etc. Additional information in regard to the tour will be out about the first of March.

THE GEORGE A. JESSUP CASE.

The unfortunate complications between Mr. George A. Jessup and the City Bank of Scranton, Pa., which are no doubt fresh in the minds of most of our readers, was brought to a satisfactory termination last Monday. It will be remembered that criminal proceedings were commenced against Mr. Jessup by the bank officials. One indictment for felony and the other misdemeanor. In consequence of the peculiar circumstances of the case and on the presenting of the following petitions a *nolle prosequi*, we are glad to say was entered in his case:

In the Court of Quarter Sessions, etc.—The undersigned, prosecutor of the above-mentioned bills of indictment, respectfully asks the Court to grant leave to have a *nolle prosequi* entered in the same.

Mr. Jessup had made a satisfactory arrangement of his indebtedness to the Scranton City Bank before the finding of the bills of indictment in the above cases. I do not think the interests of justice demand any further prosecution. CHASLES TROPP.

A similar communication from Messrs. L. N. Kramer, M. Levy, W. J. Lewis, W. C. Conwell and E. H. House, the Depositors' Committee, was then read.

The following was also presented:

To the Honorable Judges of the Court of Quarter Sessions:

The action of Mr. Jessup since the failure of the Scranton City Bank has been satisfactory so far as we can learn to the depositors of the institution. His willingness heretofore to render all the assistance seemingly in his power to bring about an early and desirable adjustment of its affairs, and the difficulties suggested to us by our counsel, under all the circumstances to relieve the case of serious doubts when tried, as to criminal intent, leads us to consent to a withdrawal of the criminal prosecution.

CHARLES TROPP,
VICTOR KOCH,
MORRIS GOLDSMITH,
HENRY ABMBRUST,
E. MERRIFIELD,
Directors.

CORRESPONDENCE.

[The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]

LEAGUE AND DIVISION RIGHTS IN NEW YORK.

Editor Bicycling World: In January 31st issue (pages 287 and 291) I notice personal and official letters from Mr. Isaac B. Potter, graphically describing the situation of roads improvement legislation at Albany. Kindly permit me a word, if the subject admits of serious discussion.

It will not be necessary to embark in a legal controversy over the right—under direction of the "Conference" called last December by President Luscomb—of the whole or part of the national officials of the League to *force* the presentation of a bill such as the "De Puyster bill" upon any Division. Article IV. of the L. A. W. By-Laws, gives only "visitorial power over Divisions and Sub-Divisions" to the Executive and Finance Committee (League President and Vice Presidents), when acting for the National Assembly when that is not in session; such committee, also, "may take *summary action in cases of default*," only. "The Committee on Rights and Privileges shall *consider and advise*" concerning "the enactment of legislation," and the Committee on the Improvement of Highways shall "*encourage legislation* requiring good roads." Under a similar condition of federal laws in the United States President Harrison and his cabinet, for example, would hardly present bills to the New York Legislature.

Has there, again, a "default" ensued? It would hardly seem that there has been a failure of action. Mr. Potter states that "more than two years ago the New York State Division was committed to the support of the New York State Roads Improvement Association," that the Division's "declared policy" has been "uniformly *against* a separate movement carried on by wheelmen alone," and that a bill was in a preparation at the very time of President Luscomb's "Conference."

It is, of course, very desirable for both Division and national officials to act in perfect harmony; but if national and State views simply differ in modes of action, it is impossible for the writer to understand how the national view can rightly crowd out the differing State opinion in a matter not infringing the national Constitution and By-Laws, especially when the particular national view, the supremacy of which is sought, has not been authoritatively adopted by the National Assembly. "The Chief Consul shall be the executive officer of the Division," and his committees represent his State, and not the national, control. No State official wants a bill crammed down his throat, especially by an advisory body attempting to usurp his functions. Such unwarranted action is very exasperating, perfectly intolerable, and if persisted in, simply invites disaster.

Expressions of opinion may be heard casually from time to time that such "interference" is born of League politics or is an attempt on the part of the present occupant of the League Presidency to perpetuate his tenure of office by using the highway improvement movement as a campaign boom; these are points the writer declines to discuss, although assuredly such motives—if true—would not be high-minded, but very selfish and discreditable. The great point is, whether some of the national officials have not been over zealous and interfering and whether—when their help proves a hindrance—it would not be advisable to *withdraw their own bill and give their support to the Division's official wishes by supporting the measure introduced by Senator Coggeshall and Assemblyman Rhodes.* Some such course is hinted at by the *Wheel.*

As to the *wisdom* of the Road Improvement Association, I can testify from present experience as Chairman of the Rhode Island Division's Committee on Improvement of Highways that such is the only surely successful course even for the rare case of an official who is on friendly terms with the majority of the members of any State legislature. In Rhode Island we at first thought we could get along without the large additional labor of arranging a Rhode Island Roads Improvemennt Association; but we have found it necessary to form one and its rapidly increasing signers—who must be voters—at the same time petition our General Assembly, when signing their names as members of the Association. When "these by-cy-clists" alone ask for legislation, they meet with a somewhat chilly reception and although the idea may be a shallow pretence, it is believed their demands are selfish. But when the moral support of the farmer, merchant, mechanic, doctor, lawyer, minister, teacher—of "all sorts and conditions of men"—is readily given to an Association, then the voice of the taxpayer and voter will possess an irresistable charm to the legislators who hold office by their favor.

Let, then, Division and League help on one another, since they are one and their interests should be one! Unite on the Roads Improvement Association's bill and save us any reproach of being a lot of boys quarrelling over an office or scrambling for prestige!

WM. M. P. BOWEN.

Providence, R. I., February 4th, 1890.

AN EXPLANATION.

Editor Bicyeling World: In justice to the Rambling Wheelmen I would state that the polo team representing that club is an entirely separate institution from the club itself, being run by a separate association composed of ten members, who belong to the club, and who hold themselves responsible for all bills contracted by said polo team. The Rambling Wheelmen, as a whole, never have or never intend to have anything to do with the care and maintenance of said team or the controversies engaged in by them.

Respectfully, "NOSTAW."

MR. VAN WAGONER'S CHALLENGE.

Editor Bicycling World: Please publish the following, and head it to suit yourself.

Friend Spokam—I saw an article in a Chicago cycling paper, saying that my challenge to a 100-mile road race was accepted by seven Western racing men. Until to-day I had not received any answer to said challenge, except one from Thorne. This morning I saw an article in the *Wheel*, saying Spooner, Barrett, Van Sicklen, Thorne, Roe and Andre accept the challenge. Very well. I am glad they have no objection to making it an open race, as some of the Eastern riders will enter, under the circumstances, and see if they can keep up with the Chicago flyers(?). I am perfectly satisfied to all race on the same day and at the same time, and am satisfied with the date, so long as it is understood that it is to be ridden *rain or shine*, no matter if the mud is a foot deep. What strikes me rather peculiar, is that in one of the letters from the Captain of the C. C. C. to the Captain of the Wilmington Wheel Club, concerning that team race, he said that most of the riders had refused to race the Wilmington team any distance over 25 miles, and here are a number of them already answering my challenge to a 100-mile race. I can't possibly see how it is that Chicago can't get up a team to race 100 miles, when there are so many that are willing to ride a 100-mile challenge race, especially after stating in their challenge to the Wilmington Wheel Club that they would ride any distance.

Will some one please enlighten me on the subject, and oblige

Newport, R. I. W. VAN WAGONER.

THE NEW RACING RULES.

Editor Bicycling World: For some years wheelmen have been trying to have bicycling as a sport recognized by athletes generally. Gradually this has come about, though even now there is only one athletic club in the country—the Berkeley—in which bicycling occupies nearly as important a position as the other departments of track athletics. The Berkeley track is also the only one—outside of some college tracks—that is kept in fit condition for bicycling, and it is well known that a track may be a very fair running track, and yet execrable for bicycling. At most athletic games there is only one bicycle race, and I have read numeroue complaints in the cycling papers that this was so. It seemed, however, by the increased interest that was being taken in cycling, and by the fact the athletic clubs were beginning to get fast riders on their teams, that this might soon be changed.

Now comes these new racing rules—which the West and a few cycling editors East, but no one else, praise so very highly—and undo all the good that has been done. Cycling will be either dropped entirely from large athletic events, or it will fall to a very inferior place,—where, I am very sorry to say, many track athletes think it belongs,—or else the A. A. U. will take charge of racing, and will be backed by most of the racing men in and around New York. The L. A. W. will continue to reign out West, where there are not many large athletic clubs, and where those that there are ignore cycling.

Leaving out the question of A. A. U vs. L. A. W., I think that this rule of not allowing athletic clubs to pay expenses is an utterly nonsensical one. There is hardly an athlete in the country who does not spend more money on athletics than he gets out of it. The Harvard Athletic Association gives each man on the Mott Haven team $16.50 to pay his expenses to the Intercollegiate Athletic Association games. I have yet to hear, however, of the man who has not had to supplement this with some of his own money to bring him home. The average man cannot afford to engage in athletics if not even his bare expenses are paid. If bicycle clubs would pay the expenses of their racing men, well and good; but I do not believe there were three clubs in the country last year that paid the entrance fees of their racers, let alone anything else. The BICYCLING WORLD declares in almost every issue that the mission of the L. A. W. is the improvement of the highways. For heaven's sake let it stick to its mission, and not do everything it can to make true the old saying, *Racing is dead.*

Cambridge, February 8, 1890. KENNETH BROWN.

ADDRESS DELIVERED BEFORE THE HARTFORD (CT.) BOARD OF TRADE,

BY COL. A. A. POPE, OF BOSTON.

WE print below copious excerpts from the address delivered last Tuesday, by Col. Pope, before the Hartford Board of Trade. We regret that our space forbids us printing same in extenso, but the parts omitted on the subject of the action taken in different States, while of vast interest and value to his hearers, have already been treated of in full in these columns:

"The first evidence of habitation looked for in a newly-discovered land is the trace of the foot print of a human being, whether in the scattered tracks of some casual explorers who have gone away again, or the beaten paths of those who have made it their home, and already have their established settlements with regular routes between them.

Communication between one point and another is the idea standing first in the mind of the settler, after that of the building of his home, and we see the progress of the idea developing with the country, from the 'blazed' line through the otherwise trackless forest, then the bridle path over the roughly cleared way; following this, the gradual stages of growth of the road proper, from that unregenerate condition which probably gave rise to the theory of the "survival of the fittest," because it would kill any ordinary mortal to ride over it, to Macadam's perfected road, and the splendid sheet asphalt which it is the privilege of some of us to enjoy to-day.

The establishment of communities and of intercourse between them came before the formation of government.

A prime function of government is the protection of the life and property of the citizen, and I maintain that very high among the duties of a general government should come the construction and maintenance of roads which shall serve in the best possible way the interests and welfare of the general public.

It is an unfortunate fact that our own government has thus far taken little advantage of even that authority distinctly given it under the constitution, for the construction of post roads. Still less has it used its right to go beyond this in the establishment of national thoroughfares, which could afford as good opportunities for military and all other movements, and would redound in all ways to the credit of the country as do the magnificent roads of European countries.

Constituted as our government is, covering the infinite necessities of so great and prosperous a country, and necessarily a complicated one with its system of State organizations below it, it can perhaps hardly be expected that every duty should have been fulfilled thus far, nor that even now a matter which has had so little attention as this question which is of importance to us, can be brought before our national Congress with such prompt success as to bring us within a reasonable time such improvements as thinking people are demanding to-day.

The pressing needs of the country, and the increasing demand of the public are such that it does seem by all means desirable to bring it up in proper form in each State, and by legislative acts secure such provisions and organizations as shall result in the greatest possible amount of good.

No small amount of work is already being done in this direction in several of our States, and the good results are already making themselves felt in many directions. * * *"

[The speaker here relates to his hearers the action taken in New York and Massachusetts towards roads improvement legislation, and outlines the provisions of the several proposed bills, particulars of which we have already printed.—ED.]

"What we complain of, under the present condition of affairs, says one of your own citizens of the good old Nutmeg State, who is already thoroughly interested in the road question, is 'that all four of the wheels of our wagons are often running on different grades. This kind of a road, if a body tries to trot any, is apt to throw a child out of its mother's arms. We let our road menders shake us enough to the mile to furnish assault and battery cases for a thousand police courts.'

It is clearly recognized by the framers of both these bills [New York and Massachusetts.—ED.], that better roads benefit every one who rides, drives, or walks over them, bring farmers nearer to market, increase value of taxable property by inviting the best people to settle in town, are of incalculable benefit to the general public, and save wear and tear on vehicles. * * *"

[Col. Pope then outlines the attitude of Pennsylvania, and the action of the special Commission appointed in that State to look into and advise on the roads improvement question. He also refers to the movement in Maryland and Ohio. All of which we have informed our readers of in previous issues.—ED.]

"Not only such movements as this (in the States mentioned) are being pressed, but the educators of the country are doing no small amount for the furtherance of the movement.

In Vanderbilt University, Nashville, Tenn., for instance, a course has lately been established for the instruction, without charge, of a class in road engineering, to which is admitted one highway official from every county in the State. This course consists of lectures and work upon the principles and science of the proper location, construction, reconstruction and maintenance of roads, and a thorough study of systems of highway ministration.

A valuable lecture delivered at Brown University, and a course of twelve lectures now being delivered in the Lowell Institute course in Boston, are among the noted efforts being made by speakers and educators to do their share in the good work, and to educate the public up to an appreciation of what their rights and necessities are in this direction.

Surely it is time for the good State of Connecticut to wheel into line in this great movement. From personal experience we all know that her roads are not so good as to remove from her the necessity of 'mending her ways.'

To quote again from your good citizen, to whom I have already referred, for he seems to have come pretty close to the gist of the matter, 'How can we expect civil service reform in high places, while with outrageously false pretences we are continually taking the people's money in these mud holes? It was settled at Springfield last summer, and with wisdom, I think, that future probation is dubious. We need to behave, you see, so that we can be forgiven in this world for what we do, but I'm afraid some of our good road menders rely too much on the future. The church has a *deep* interest in Connecticut roads—much too *deep* between country churches.'

Well, the old ways are the prevailing ways yet, and what we want to do as citizens of to-day, is to bring the public into a keen realization of the need of new road laws.

It has become the manifest duty of every State to provide by legislative act for the making and improving of the highways. The form of organization best adapted for your own State can be more readily determined upon by yourselves than by an outsider, but it would appear that between the establishment of a Board of Commissioners, and the creation of a professional and practical

State Superintendent of Roads, the latter would seem the more desirable plan. Under the charge of this head an effort should be made at once in the direction of improving certain of your main thoroughfares already in existence.

The material for doing the necessary work is abundant in all parts of your State. Once provided with stone crushers for every road district, you have useless stone walls enough in Connecticut to thoroughly macadamize every road, and still enough left to loan to less fortunate neighbors.

We can learn much from the old world in this matter.

Your Legislature should enact a law compelling the use of broad tires, from three to six inches in width, on all wagons built to carry heavy loads. These broad tires would serve as rollers to compact the road instead of cutting it up and destroying it, as is now the case with narrow tires.

Sufficient time should be given to enable the change to be made, and after that time all wagons with narrow tires should be taxed.

Governor Hill, of New York State, in his annual message for 1890, has dwelt with much emphasis on the needs of the State in this direction, and he has reccommended the passing of such an act as shall provide eventually two improved roads, north and south, through each county, so connected and running together so as to form a network of as nearly as possible perfect roads over the whole State.

While this degree of confidence as to what may be done is most commendable, it may be better here to undertake less at the outset; but if one road should be perfected, running south, following in general the line of the consolidated road from Springfield to New Haven, and thence to the New York line, connecting all the great towns along the line by a magnificent carriage way, and then another following in a general way the course of the New England road, certainly this would be a good beginning, and an example and incentive for every part of the State.

For the creation of these new roads, it is my firm conviction that the whole State should bear the burden, a bonded loan being negotiated, and that by the use of sufficient money without waste, these should be made model roads which shall redound to the credit of the State, and add to its prosperity, and unquestionably increase the total valuation of its property. So much for the needs and the duties of the State.

I believe that it is to such men as you (the backbone and brain of Connecticut), that we must look for the instituting of practical reforms; that it must be you who shall shoulder the responsibility of starting a legislative movement, and that yourselves shall be the guiding heads and hands which shall see it through to a right and proper termination; but, it is of more especial interest and importance to remind you of what your requirements and duties are as citizens of this splendid capital, a city already noted well nigh throughout the civilized world for the commercial prosperity and sagacity of her business men, for her advantageous location, wealth and beauty. * * *"

[The speaker then at length alludes to the local requirement of Hartford. He recommends for streets on which traffic is very heavy that granite blocks laid in cement be used, while on the residence streets and where traffic is lighter, he recommends asphalt and on the outlying districts macadam. He lays great stress on the fact that these be laid down and constructed in the most approved style.—Ed.]

"The great excellence of the English and Continental roads and streets is undoubtedly due to their being properly made in the first place, but the satisfactoriness of their use, and the small percentage of cost of maintenance is secured by their being kept constantly in order, at all times clean, and as a minor feature, by being kept moist as constantly as is feasible.

The moisture of the climate in England is a great aid in keeping their splendidly constructed highways in order.

As I have already suggested, the curse of any pavement is the incessant disturbance to which it is subjected. The water and sewer departments, the gas company, the underground conduit people, and only too many others seem to feel it their divinely constituted right to raise havoc with the street surfaces at all possible times. * * * But there is a remedy for this which they have discovered in Europe, and have put into effect in at least three of their leading cities.

Thus far it has not been tried to my knowledge in America, and the opportunity is before you to show our countrymen the advantage of the tunnel system. You need not go into it extensively, but you have an admirable chance to try it for a few blocks at first, perhaps, in your main street.

By the construction of a proper underground way, you may provide for the reception of all the pipes and wires that can possibly be needed for ages to come. You can save untold expense in future years, and you can secure an adequate remuneration by levying tolls on private parties or corporations who need to use it for their special purposes, and you will have the satisfaction of an undisturbed street pavement for at least the length of this tunnel, and here you would have an opportunity to lay a foundation that would last for centuries and give your descendants abundant cause to bless the memory of the citizens of to-day. * * *

It is clearly demonstrated by those most competent to make their statements upon these matters, that, given a properly constructed highway, and the proper system of care and repair, the total cost of construction and maintenance at the end of a reasonable term, say thirty years, will not materially exceed the cost of construction and the expense of maintenance of such streets as you are riding over to-day, to say nothing of the added comfort of using the former, the diminished wear and tear of your vehicles, and upon all living creatures, brute or human, who are obliged to make use of them, nor of the very great increase in the value of property. * * *

But now, to come down to the practical, I urgently recommend that you appoint a committee to give this matter their attention, to draw an order to be introduced into the city government, inaugurating a system of improvement in the city streets, and also another committee to draw a bill to be presented to your Legislature at their first sitting, which shall provide for the improvement of the highways of the State; this committee to be authorized to invite prominent citizens from other parts of the State to act with them, both committees to report to this board for their final approval.

We boast to-day of the greatness and perfection of our railway systems, of their magnitude over those of any other country. Why do we not take as much pride in the building up and perfecting of our highways?

If we should devote a part of the great energy now given to extending our railroads to improving our highways, it would not be many years before we should have the right to take a national pride in them.

The trouble is that the railroads are built and run by private enterprise and the highways by the public, and here the old adage is true that 'what's everybody's business is nobody's.'

This is a day of combinations, and why should you not as public spirited men combine for the public good in this matter and stick to it, until your city and State have highways that are second to none.

Then will you leave to those who follow after you an inheritance of more value than monumental marble or granite shaft."

PSYCHO SAFETIES.

As promised in our last issue we present a partial announcement of the Capital Cycle Co.'s wheels for this year.

This company proves itself to be up with the times by introducing five (5) new styles of Diamond Frame safeties, by reducing the weight, as, for instance, Racer 20 pounds, full Roadster 38 pounds, Light Roadster 30 pounds, and by introducing a first quality Diamond Frame safety for $110—thus placing the Psycho in the reach of all.

A peculiarity of the Capital Cycle Co. is that they have never found it necessary to change any of the styles introduced by them each year. They will import all of the seven (7) forms of safeties that they handled last year, 1889.

Their Straight Frame safety is now in its fifth year, and the Tandem, Men's Drop, Ladies and Ladies Light Roadster Psychos are now in their third season without change. The Extra Ladies 34 pound, an extremely graceful, strong and light wheel, is now in its second season. All these without changes.

The Capital Cycle Co. recommend the last year's Drop Frame wheels as the most desirable for family and general use as they can be used by both sexes and will supply a larger demand when necessary to sell.

They are among the lightest, most graceful, simplest and best proportioned Drop Frame safeties, and they tell us that not one has ever broken in the two years' use.

Agents who represent the Capital Cycle Co. can give their customers choice of fifteen different styles and weights of safeties.

All the parts are thoroughly interchangeable and will change from one style of wheel to another. For instance, the cones in the Ball head are same as those in the crank shaft and the same on each and every machine except the racer.

The Capital Cycle Co. have decided to put balll heads on some of their Psychos.

This ball head is light and neat, all four of the cones on which the balls run can be turned around any part of a circle at will of rider, and thus wear is distributed, yet they recommend their coned

PSYCHO SAFETIES (Continued.)

or gate neck. Only one has broken, they tell us, in five years, and that was in an accident.

The originality and style of the Capital Cycle Co. is shown in their catalog. They intend getting out three styles of catalogs, two of which will, they assert, "excel in artistic design anything yet produced by the trade." Illustrations by half-tone process will adorn each page, and the cover will be very elaborate. Every wheelman will want it for its sixteen illustrations of cycling scenes.

The Capital Cycle Co. are also sole importers of the celebrated Bell Rock Safety Lamps. The original and first "non-go-out-able" spring hinge back lamp. A full line will be carried and the trade generally supplied.

The Capital Cycle Co. give the broadest guarantee in the trade, as they guarantee against faults of construction as well as defective workmanship and material, and make the purchaser the judge in every case.

To the right parties they offer to take back any Psycho purchased of them within thirty days, and give in even exchange any other make on the American market that the customer desires, customer to be the judge in every case. This shows the confidence they have in their Psychos.



THE PSYCHO SAFETY.

(King of Diamonds.)

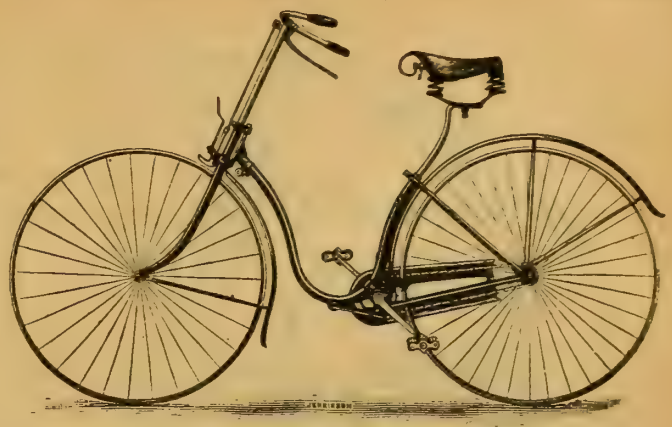
Full Roadster, 38 pounds; Light Roadster, 32 pounds; 30-inch front, 28-inch rear wheel; patent weldless steel tube frame; detachable foot rests; 56 inch gear; 7-8x3-4 inch tires; front wheel spoon brake; balls all around. The company write us that they "claim it to be the lightest and neatest *full* roadster in the world, and is of the highest grade possible in the art for 1890." Price, $140. Fish or Brooks saddle.



THE PSYCHO SAFETY.

(Black Diamond.)

Thirty-inch equal sized wheels; gear, 54-inch; weldless steel tube frame, doubly stayed with crescent shape or rim steel. "This machine," they write us, "is the strongest and most durable machine we handle, and is remarkable value for the money." Baked enamel, parts nickeled. Price, $110.



LADIES' EXTRA LIGHT ROADSTER "PSYCHO."

Weight, 34 pounds; 28-inch equal sized wheels; weldless steel tube frame. Of this machine they say: "This is the lighest and most graceful of all Psychos for ladies, and is of the highest grade in the art." Intended for light, short ladies. Price, $140.



THE PSYCHO SAFETY.

(White Diamond.)

Semi-racer, 27 pounds; Light Roadster, with guards and larger tires, 30 pounds; 29-inch front, 28-inch rear wheel; gear, 60-inch; weldless steel tube throughout, plunger brake not shown; detachable foot rests; balls all around; ball or centre steering. Highly recommended by the Capital Cycle Co. for those who know how to ride and use a light machine. Price, $140.



THE PSYCHO 1889 DIAMOND.

(Weight, 43 and 39 pounds.)

Thirty-inch equal wheels; weldless steel tubing; balls all around! Tested one whole season, and the Capital Cycle Co. report "no breakages;" thorough-going, strong, graceful wheel. Price, $140.

NEW MAIL.



THE New Mail, 1890 model, is out, and we are happy to describe its many good points. The same specialties which have given the Mail its reputation are still used, but it has a diamond frame of unusually handsome model, firmly braced, and makes a very handsome wheel. Only the highest grade Credenda steel tubing is used, and the parts are drop forgings, with all parts interchangeable, as usual.

The wheels are 30-inch, each, with Warwick of England best hollow rims, with the strengthened base.

Akron best rubber tires are used.

Tangent spokes, half nickeled, and strongly tied at inter-sections.

Fish's latest 1890 model saddle, greatly improved.

The axle band brake, which was so great a success last year, is still used, and their great specialty, Trigwell's ball head, which has been so popular for six years, and which Messrs. Read control.

Their spring fork has been improved, being more pliant than last year—very easy and working beautifully.

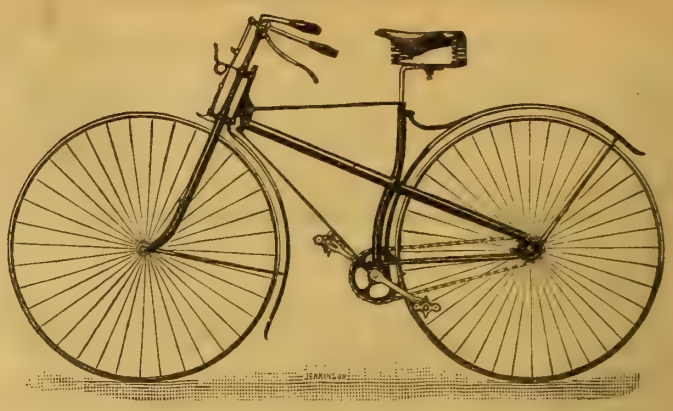
Wheelmen should certainly inspect this handsome wheel, and we feel sure it is to have a large demand. It is a high grade wheel.

CATARRH, HAY FEVER, CATARRHAL DEAFNESS.

A NEW HOME TREATMENT.

SUFFERERS are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result is that a simple remedy has been formulated whereby these distressing diseases are rapidly and permanently cured in from one to three simple applications made at home by the patient once in two weeks. A pamphlet explaining this new treatment is sent free, on application, by A. H. Dixon & Son, 337 and 339 West King street, Toronto, Canada.—*Christian Standard.*

SWIFT SAFETY (MODEL D).



THE growing demand for a good wheel at a moderate price has led the Coventry Machinists' Company to put on the market a safety—cut and specifications given herewith—to meet this demand.

Manager Hill says: "The Swift Safety (Model D) is made of steel, so that we are fully able to warrant it to be free from imperfections of material and workmanship."

The wheel is certainly a likely looking wheel, and is splendid value. It is one that is bound to find favor from those who cannot afford to pay the price asked for the "high grade" wheels of the Coventry Machinists' Company's make and others.

SPECIFICATION.—Thirty-inch wheels geared to 54 inches, one detachable crank, ball bearings to both wheels and cranks, adjustable seat and handles, 7-8 tire to rear, 3-4 to front wheels, centre steering, hollow handle-bar, horn handles, heavy butted direct spokes, finished in enamel and nickel; club valise, wrench and oiler, Brooks saddle; weight 50 pounds.

Price (including ball pedals), $100.

THE new Premier Full Roadster Safety is a machine with remarkably strong, yet graceful lines, the frame being an "open" diamond with straight truss, and a special feature made in the new ball socket head, the bearings being wide apart and the balls readily adjusted without special tools. It is a thorough roadster, constructed for use on bad roads, and strong enough for the heaviest riders. All material and workmanship are of the best possible quality. The weight is 50 pounds.

MESSRS. HOLLAND & HAVENER, of Worcester, Mass., have bought out the entire business and good will of Hill & Tolman, of the same city. They have secured the right to control all of Hill & Tolman's specialties.

THE Overman Wheel Co. have just purchased a large plot of ground adjoining their own, and contemplate still further additions to their plant. They are running night and day—having a regular night force, etc. They are building the Victoria Safety, light weight, drop frame, spring fork—all highest grade, $135.00, ready May 1st.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.

THOMAS SMITH & SONS,

Of SALTLEY, Ltd., BIRMINGHAM, ENGLAND,

Respectfully inform their former patrons and the trade in general that they have made

MESSRS. WHITTEN, GODDING & CO.,

OF PROVIDENCE, R. I.,

Their Sole Agents for the United States of America, for the sale of **Bicycles, Bicycle Stampings, Frames, Tubes, Brackets, Rims** and Parts and Fittings of every description.

Manufacturers, Dealers and **Repairers** will find it to their advantage to communicate **with them. They will carry a heavy stock and can ship goods promptly.**

LIVE, RELIABLE AGENTS WANTED FOR THE SALE OF

THE VULCAN CYCLES.

The Vulcan Light Roadster, The Vulcan Ladies', The Vulcan Diamond Frame, The Vulcan Cross Frame, The Vulcan Juvenile No. 1, The Vulcan Juvenile No. 2. All Safeties. Send for lists to the Manufacturers,

WHITTEN, GODDING & CO.,

Nos. 118 and 120 South Main Street, - - - PROVIDENCE, R. I.

Cable Address, "BEST," Providence, *Bloomer's Cryptographic* Code.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.



THE "PATENT"

SILICO ENAMEL CO.,

OF LONDON, ENGLAND,

Beg to announce that they have appointed

The Sweeting Cycle Co.

639 Arch Street,

PHILADELPHIA,

their Sole Representatives for the United States, and all applications for Agencies must be addressed to them. Agents wanted in every City, town or village on the Continent. Liberal terms. Exclusive territory given and guaranteed.

IN AND AROUND CAPE ANN, by John S. Webber, Jr, being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 80 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,

118 Warren Street, New York.

Mills, Bouckville, Madison Co.

ESTABLISHED 1865.

REPAIRS.

10 per cent. off on all Repair and Refinishing work received before March 10.

We Do This to Keep Our Shop Running.

BARGAINS.

Psycho Tandem Safety, all plated except wheels; all balls; tires perfect; an elegant machine,	$175
American Rambler, new; all balls	105
Victor Safety, fine machine	80
48-inch American Challenge, all balls	55
50-inch New Mail, almost new	85
58-inch Victor, new	85
1 Hickory Safety, almost new	60
48-inch Expert, especially built for fancy riding; nickel finish	60
52-inch Victor, half nickel; all balls; as good as new; only	65

HOLLAND & HAVENER,

WORCESTER, MASS.,

Manuf't'rs of BICYCLE BELLS and HOISTS.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - . - Room 37.

ABBOT BASSETT, Secretary.

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CHAS. H. LUSCOMB,
280 Broadway, New York

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

The President and Vice Presidents (as by the Constitution required.)

Membership.

A. E. Mealy ....1736 Druid Hill Ave., Baltimore, Md.
F. L. Casselberry.....Mansfield, Ohio.
George C. Pennell.....Elizabeth, N. J

Improvement of Highways.

Dr. Chas. S. Butler.....680 Main St., Buffalo, N. Y.
Wm. W. Share.....Brooklyn, N. Y.
Junius E. Beal.....Ann Arbor, Mich

Rights and Privileges.

A. Moore Berry.....421 Olive St., St. Louis, Mo.
George A. Perkins.....3 Pemberton sq., Boston
Chas. F. Cossum.....Poughkeepsie, N. Y

Rules and Regulations.

Dr. Wm. H. Emery....109 Warwick St,, Boston, Mass.
W. A. Davis.....Chicago, Ill
Chas. L. Brockway.....Middletown, Conn

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwater.....Washington, D. C.
Harry H. Hodgson.....New Orleans, La.
George Collister.....Cleveland, Ohio.
M. L. Bridgman.....Chicago, Ill.

Transportation.

W. M. Brewster.....309 Olive street, St. Louis, Mo.

To Chief Consuls and Secretary-Treasurers and Club Secretaries.

I am about to print renewal blanks for the approaching renewal season, and shall also have printed a quantity of application blanks. It will be a great advantage to me, and to yourselves, if you will place an order with me at an early date for all the blanks you will need to use during the season. By ordering a large quantity at one time I can cut down the cost materially, and you can save in transportation charges if you order at the outset all you will need. I shall have a supply of ruled blanks for club purposes and these will hold seventeen names, each. Club Secretaries are requested to notify me how many of these they will need for club lists. We have facilities in our mailing department for mailing circulars and blanks at very low rates and will do this work for such Divisions as desire it at cost prices. ABBOT BASSETT,
Secretary.

New York Representative.

This is to certify that at the last regular meeting of the Lockport Wheelmen held February 4, 1890. Mr. W. L. Beck was elected as Representative of said Lockport Wheelmen to serve on the present Board of Officers. Signed, R. BRUCE OLIVER, President.
A. S. COOK, Secretary.

League Club.

The following club has qualified as a League Club and filed the proper certificate in the office of the Secretary. It is numbered as below:

248 Mount Vernon Cycling Club, Mt. Vernon, Ohio. Fred S. Crowell, Secretary.

Michigan.

Hotel List No. 4.

I have appointed the following as League Hotels:

Monroe, Park Hotel, L. A. W. rate $2.00.

Williamston, Hotel Andrews, regular rate $2.00; L. A. W. rate $1.00.

Grosse Pte, Wemen, L. A. W. rate special.

Ionia, Bailey House, regular rate $2.00; L. A. W. rate, $1.00.

Humboldt, Washington House, L. A. W. rate $1.50

East Saginaw, Everett House, regular rate, $2.00; L. A. W. rate, $1.50.

Dowagiac, Elkerton House, regular rate $2.00; L. A. W., $1 40.

Windsor, Ont. British American, L. A. W. rate $1.50.

REPAIR SHOPS.

List No. 3.

East Saginaw, W. L. Marr, 341 South 7th street.

Fraternally, A. B. RICHMOND,
Chief Consul.

New York Representative.

The New York Bicycle Club has elected the following delegates to the meeting of the State Division: E. L. Heydecker, E. E. Bogart and W. E. Findley.

Yous very truly,
W. E. FINDLEY, Secretary.
E. J. SHRIVER, President.

Illinois.

Illinois is now entitled to an additional Representative at large. I hereby appoint Waldo S. Reed of Springfield.

Belvidere, Julien House, rates to L. A. W. members $1.50 per day; regular rate $2.00.

A. W. Conner of Preemption is this day appointed Local Consul. Fraternally, W. A. DAVIS, C. C.

Pennsylvania Road Book.

Dealers can obtain copies of this work for public sale by application to Secretary-Treasurer J. J. Van Nort, Scranton, Pa., at $1.00 each. Retail price is $1.50. League members can obtain copies from Mr. Van Nort, upon presentation of League ticket, at $1.00. In no case will dealers be allowed to sell to any one for less than $1.50. H. CROWTHER,
Chairman Road Book Committee.

Illinois Division.

Local Consuls attention:

To date no hotels have been appointed in the following towns.

It is imperative that Local Consuls give this their immediate attention as a full list must be completed before riding season begins.

Argenta,	Lincoln,
Aurora,	Monmouth,
Austin,	Maroa,
Beardstown,	Monticello,
Bement,	Marseilles,
Bloomington,	Mattoon,
Braceville,	Marengo,
Braidwood,	Marshall,
Canton,	Mendota,
Centralia,	Menard,
Champaign,	Mt. Ayer,
Carthage,	Mt. Carmel,
Carpentersville,	Mt. Sterling,
Chenoa,	Normal Park,
Chillicothe,	Olney,
Collinsville,	Onarga,
Dixon,	Paxton,
Edgewater,	Piper City,
Englewood,	Pontiac,
Eureka,	Princeville,
El Paso,	Princeton,
E. St. Louis,	Polo,
Fairbury,	Rushville,
Forrest,	Ravenswood,
Forreston,	Quincy,
Fulton,	Sandoval,
Gardner,	Seneca,
Greenville,	So. Chicago,
Genoa,	Sparta,
Girard,	St. Joseph,
Grand Crossing,	Sycamore,
Hegerwisch,	Streator,
Hudson,	Taylorville,
Illiopolis,	Walnut,
Jerseyville,	Warrensburg,
La Salle,	Waverly,
La Place,	Woodlawn Parh,
Lanark,	Winnetka.

Chicago, Feb. 7, 1890. W. A. DAVIS, C. C.

Massachusetts.

Circular No. 13.

The following consuls have been appointed:
Chicopee, Alex. Burnett, Jr., Chicopee Falls.
Jamaica Plain, Chas. A. Underwood, 22 Oakdale st.

Fraternally, WM. H. EMERY.

Massachusetts.

Circular No. 14.

Consuls and members are requested to forward to this office at once the names of superintendents of streets, farmers and stablemen who are willing to appear before the Committee on Roads at a hearing to be held at State House, Boston, the 28th of this month and favor our bill for appointment of a Commissioner of Highways.

Can we obtain several Superintendents to urge this measure, it will carry great weight with the committee. If they cannot appear but will write a letter to their representative to the legislature it will assist materially.

As this is very important, you are urged to give it prompt and faithful attention. Those who are willing to appear will be duly notified of the date of the hearing.

Fraternally, WM. H. EMERY,
Chief Consul.

New York.

To the members of the New York State Division:

Mr. H. E. Raymond of Brooklyn, N. Y., is hereby appointed a delegate to the National Assembly of the League of American Wheelmen from the New York State Division, vice Mr. Michael Furst resigned.

W. S. BULL, Chief Consul.

Buffalo, February 6th, 1890.

New York Public Meeting.

To the Officers and Members of the New York State Division:

Gentlemen:—The officers of the New York State Road Improvement Association have issued a call for a public meeting to be held at Utica on March 3d, 1890, for the purpose of awakening public interest in and giving a general stimulus to the cause of Road Improvement.

A splendid array of speakers is assured, consisting of prominent civil engineers, business men and members of our State Government.

I call upon every member of this Division to aid in making this meeting a grand success. By giving this matter your active and earnest support you can aid in awakening such interest in this meeting as will make its influence felt in the effort now being made to secure a law that will insure a common sense system of roads.

You can and you must arouse the interest and enlist the support of your local papers. You should endeavor to secure the attendance at this meeting of your Senator and Member of Assembly.

Send to Mr. I. B. Potter, Secretary, Potter Building, New York City, for membership blanks of the Road Improvement Association, and obtain thereon the signatures of as many new members as possible before the meeting.

It is not expected that you will confine your labors to the methods outlined above; there are many ways which will doubtless suggest themselves to you by which you can aid the great cause of ROAD REFORM.

In this connection I desire to urge upon you the necessity of making special efforts at this time to secure the name of every wheelman in your vicinity, for membership in the L. A. W. By a little earnest work many names can be added to our roll, with the result of causing the new members to feel a personal interest in the work, and thereby enlisting their active aid and support, and thus the power and influence of the Division will be greatly strengthened.

Yours fraternally, W. S. BULL,
Buffalo, N. Y., Feb. 10, 1890. Chief Consul.

Missouri.

Semi-annual meeting of the Board of Officers, Missouri Division L. A. W., held at Richelieu Hotel, St. Louis, February 1st, 1890.

The meeting was called to order at 8.45 P. M., by Chief Consul Holm.

The Secretary-Treasurer having failed to put in an appearance, H. G. Wolzendorf was elected Secretary pro tem.

The Chief Consul submitted his semi-annual report, giving a full history of his administration, since assuming the office. The report was adopted as read.

Mr. Brewster, who was present as delegate to the annual meeting, brought up the subject of racing, touched on in the Chief Consul's report. Mr. Brewster, who was present at the meeting of the Racing Board in Chicago, explained that it was through his exertions that Missouri was placed in the same district with Ohio and Illinois, thus giving Missouri racers a chance to compete with the best racing men of the Central States. Had it not been for Mr. Brewster's presence and influence, Missouri would have been placed in a district where her fast men would have had no opportunity whatever of coming in contact with really good men, until they went to the National Championships, where defeat would certainly have stared them in the face.

On motion, a vote of thanks was tendered Mr. Brewster for his exertions on behalf of the Missouri Division.

A vote of thanks was tendered Mr. G. H. Frommann for his gratuitious services in getting up maps of various riding districts.

A vote of thanks was tendered Mr. Wolzendorf for work on the new road book.

The report of the Secretary-Treasurer was read, showing the finances of the Division to be in good shape, there being a balance on hand amounting to $378.84.

Moved and seconded that the report be adopted as read, carried.

The report of the Highways Improvement Committee was adopted as read.

The Chairman of the Highways Improvement Committee in his report, expressed a desire to get a copy of the mailing list of the Division. Mr. Brewster stated he would get it when he goes east to attend the annual meeting. Mr. Brewster was instructed to get all the information possible, regarding Road Improvement Associations with a view to organizing such an association in Missouri. Mr. Brewster will report the result to the Board.

The report of the road book committee was adopted as read.

The chairmanship of the Racing Board being vacant, it was moved and seconded that same be left open for the present. Motion carried.

It was moved and seconded that the delegates to the National meeting be instructed to cast the vote of the Missouri Division for J. R. Dunn for President. Motion unanimously carried.

It was moved and seconded that the Board of Officers indorse the plan of having a National Tailor in preference to Division Tailors, and that they instruct the delegates to use all legitimate means to secure a better uniform and that misfits should be altered free of charge. Also that members should have the privilege of purchasing the League cloth at as nearly actual cost as possible from the Secretary. Motion carried.

Moved and seconded that the Board of Officers indorse the plan of furnishing free transportation of wheels to League members only, provided it can be done without disturbing existing arrangements, or interfering with the inter-State Commerce Law. Carried.

The Chief Consul gave notice, that at the next meeting of the Missouri Division he would offer an amendment to the Constitution, providing for the creation of a Transportation Committee, and a Committee on Rights and Privileges.

Moved and seconded that a vote of thanks be tendered the management of the Richelieu Hotel, for kindly placing a room at the disposal of the Board of Officers for the purpose of holding this meeting. Motion carried.

A motion to adjourn was carried without a dissenting voice.

H. G. WOLZENDORF,
Secretary pro tem.

Report of Highway Committee.

Dear Sir—The Highways Improvement Committee report the following actio as taken:

1. A list of important papers of the State has been made out.

2. Circular No. 1 has been printed, asking papers above mentioned to publish roads improvement matter in their columns; accompanying the circular will be sent a printed postal card for the reply.

Copy has been placed in the hands of the Chief Consul to be used at his discretion, for Circular No. 2, which is to accompany a copy of the last roads improvement pamphlet intended to be sent to various papers.

The Committee expect to take no further or rather no *new* steps until some sort of connection is established with the newspapers.

The chairman would like to make out a complete roll of the 340 Missouri members. He will write to Secretary Bassett for the BULLETIN mail list; failing to get that, he will have to ask for the use of a complete file of the BULLETIN since April from any one who has such a file.

The committee wish to receive information in their line of work from any one that happens upon such information—in the way of statistics, news, etc.

This report is respectfully submitted.

H. C. PENN,
H. G. WOLZENDORF,
T. H. MCNEIL.

Chief Consul's Report.

Gentlemen of the Board:

In making my semi-annual report I desire to be as brief as possible, and at the same time call attention to such matters as I think should be brought before this body.

Upon assuming the duties of Chief Consul of this Division I found that the membership had dwindled down to 274 members, and at once set about working out plans to increase the same. In this work I have been aided by few, yes *very* few officers of this Division. Had it been otherwise we would have had no trouble in reaching the 400 mark Jan. 1st.

Our membership is now 341, of which 234 reside at St. Louis, 34 at Kansas City, 8 each at Joplin and St. Joe, 10 at Hannibal, 9 at Columbia, and the balance scattered throughout the State. Inquiries from various sources convince me that there are a large number of riders, both in this city as well as in the other towns of this State, who can be gotten to join, and with the aid of our officers I hope to largely increase our membership before April 1.

There are now 35 Local Consuls, each of whom is an active worker in his own district. As recruiting comes nearer to the line of a Local Consul's duty than anything else, I have endeavered to appoint and retain only such who promised me in writing to give this important matter their best attention. The list should by all means be extended, and will be, just as soon as riders living in cities where we are at present unrepresented, join our body.

For failing to attend to the duties of their office, I was compelled to remove a number of them in order to fill their places with better men, and in each case the change has been beneficial. I shall endeavor to continue the work in this line until we shall have such a corps of Local Consuls as shall make the power and influence of the L. A. W. felt.

There are now 28 official hotels in the State, and several applications to be acted upon. The list is composed wholly of those appointed during my administration of the office, and the proprietor of each of them has signed a contract which was prepared with the express view of securing substantial benefits only to L. A. W. members. By the terms of the contract each hotel is required to hang the Certificate of Appointment in a conspicuous place in their office. So long as it remains a League hotel this certificate will be displayed and no longer. By this method a wheelman can readily see whether or not he is in the place he desires.

On account of non-attention to League affairs I was compelled to remove Mr. Geo. A. Case from the office of Representative, and have appointed Mr. C. J. Case of Carthage to fill the vacancy. Chairman C. B. Ellis of the Touring Committee resigned, as well as Chairman N. T. Haynes of the Racing Committee. The first position I have filled by appointing Mr. W. J Staples of Maryville to the Chairmanship, and placing Mr. Jno. F. Sansom of Kahoka on the committee to fill Mr. Staples' place. The latter office is still vacant, and as the duties of the same are now of prime importance on account of the new rulings of the National Racing Board, I would like to look the field over, and receive suggestions before appointing a successor. The office should by all means be located in St. Louis.

To properly push the work of highway improvement in this State a Highway Improvement Committee has been created, consisting of Prof. H. C. Penn, Columbia, as Chairman, T. H. McNeil, Kansas City, as Secretary, and H. G. Wolzendorf of St. Louis. The committee has now fairly gotten to work, and is making agreements with newspapers all over the State to publish matter bearing on the subject. By this method the people at large will be educated up to the great need of better roads, and in course of time we will be in a position to influence legislation in this direction. A number of counties, notably Jackson, have commenced the building of an extensive system of rock roads, while others have purchased road-making machinery to improve their dirt roads. All the members of the committee are enthusiasts on the subject, and I look for good results.

The finances of our Division, considering its membership, are in a healthy condition, but in glancing over our Treasurer's report I am somewhat surprised to find that nearly $80 has been spent in stationery, circulars and postage. In explanation of the above I wish to state that when I took charge of this Division, I found it was absolutely necessary to equip the main officers with stationery, and circulars were needed to facilitate the work of my office. The charge for postage is very high to some people's thinking, but then it should be remembered that the correspondence has increased five fold and in many cases I was obliged to enclose return postage for a reply. The charge for stationery will not occur again and the members of our Division can rest assured that all other expenses will be kept down to the minimum.

Complaints come up from time to time from all parts of the State in regard to accidents or other infringements of wheelmen's rights. At the present time such cases are left on my hands as they cannot be referred to any committee. I therefore recommend the creation of a Rights and Privileges Committee to consist of three members, the chairman of which should be an attorney in actual practice of his profession. In view of the situation, I desire to recommend the adoption of an amendment to the constitution of this Division which shall provide that the chairman of the Rights and Privileges Committee shall be an attorney in actual practice; that he shall be the legal adviser of the Chief Consul and attorney of the Division; that he shall keep a record of all cases coming under his notice, and in general act as legal adviser and attorney for the Division.

During my term as Chairman of the Touring Committee, I, with the assistance of local consuls, members at large, county clerks, surveyors and post masters, gathered a great deal of road information for our new road book. The total reported miles are nearly 7000, and these reports taken with what was left us by the former Chairman of the committee, Mr. L. J. Berger, will be compiled for the new road book. Mr. H. G. Wolzendorf has very kindly consented to do this work for which he deserves the thanks of every member of this Division. Mr. Wolzendorf is personally present and will make us a brief report as to the progress of the work. Mr. G. A. Frohman has kindly consented to furnish us with maps of the riding districts of the following cities: St. Louis, Kansas City, St. Joseph, Joplin and Columbia. He will do this work free of charge for which he is entitled to a vote of thanks.

Since the defeat of the Warner Bill, for which great credit is due my predecessor, Mr. W. M. Brewster, our Division has been free from contrary legislation and has also had a remarkable freedom from complaints arising from the action of road hogs and other causes.

I believe that a more thorough knowledge of our organization will aid us greatly in securing more new members and I have therefore in mind the compilation of a hand book or pamphlet similar to the one issued two years ago, for distribution among non members.

The annual meeting of our Division was a big success and with proper encouragement, we have proven to the satisfaction of all concerned that Missouri is not behind the other larger Divisions in this respect. For this year's meeting two candidates are in the field, namely, Columbia and Moberly, with the chances in favor of the former. Wherever the meeting is held, members should make it their business to attend in as large numbers as possible, as the larger the gathering the greater will be the impression that is made of the grandeur of the L. A. W.

In concluding this report I wish to thank you all, my associates in office as well as each individual member, for your support in the past and beg to assure you that with a continuance of the good work of recruiting, we shall soon have our State, of which we are so proud, rank among the largest Divisions in point of membership. We have passed a number of Divisions in this respect but should not rest until we once more assume seventh place. The duties of my office for the coming six months will be more arduous than ever before, and as the renewal season will soon be upon us, I ask the cordial support of all the officers and members to induce each and every member now on our rolls to renew his or her membership. Had it not been for the continued and heavy losses in this respect, our Division would now number some 450 members.

Respectfully submitted,
ROBT. HOLM,
Chief Consul.

Report of Road Book Committee.

The committee which has taken charge of the work on the new Road book is making progress and expects to get the new book out between March 15th and April 1st. The new edition will contain much interesting matter which was not found in the old one. Among others may be mentioned: Hints on touring, what to do in case of accidents, practical hints on temporary repairs. A complete list of local consuls, hotels and repair shops. The road information will be nearly double that found in the old book. There will also be published about a dozen through touring routes from St. Louis and Kansas City to different points in the interior and southwestern part of the State.

The chapter of "Legal Lifts" which takes up considerable space in the old book will be dropped as it has been deemed superfluous.

The new book will also contain four maps showing the riding districts of St. Louis, Kansas City, St. Joseph and Joplin. These will be engraved free of charge by Mr. G. H. Frommann of St. Louis.

Trusting this report will be satisfactory to the Board of Officers, I am,

Yours very respectfully,
H. G. WOLZENDORF,
Acting Chairman.

Report of Secretary-Treasurer.

Oct. 1.	To balance	$381.44
Jan. 1.	To cash Bassett	50.50
		$431.94

DISBURSEMENTS.

Oct. 9.	By stamps and exp. C. C.	$ 5.75
Oct. 9.	Printing blanks	3.00
Oct. 30.	Framing hotel certificate K. C.	.50
Oct. 31.	Postage and exp. C. C.	3.35
Oct. 31.	Printing Circulars	5.50
Nov. 13.	Printing cards, etc.	26 50
Nov. 25.	Express books	.35
Dec. 18.	Postage C. C.	4.00
Jan. 1.	Trans. G. H. Smith to Kansas.	.25
Jan. 1.	100 Circulars	.90
Jan. 1.	300 application blanks 10-S.	1.50
Jan. 1.	100 application blanks 11-15.	.50
Jan. 1.	Postage Secretary-Treasurer.	1.00
Feb. 1.	Balance on hand	378 84
		$431.94

Yours truly, JOE. H. KELLY, Sec.-Treas.
Approved, ROBT. HOLM, Chairman Finance Com.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 228—Total 56—12,500.

BOSTON, Feb. 14, 1890.

CALIFORNIA DIVISION—2—441.

Unattached.

26218	Wicks, S.,	Duarte
26217	Merriell, Harold,	"

DELAWARE DIVISION—1—55.

Unattached.

26197	Robb, John A. Jr., 1404 Van Buren st.,	Wilmington

ILLINOIS DIVISION—11—916.

Decatur C. C.

26198	Dodd, Frank S., 647 W. Decatur st.,	Decatur

Washington Cycle Club.

26220	Patterson, F. E., 745 W. Adams st.,	Chicago
26221	White, W. S., M. D., 263 Warren ave.,	"

Unattached.

26199	Ewing, O., 110 William st.,	"
26179	Beck, E. A.,	Geneseo
26180	Berner, F. E.,	"
26181	McHenry, F. M., Box 101,	"
26182	Hoffman, Arnold W., Box 167,	Warsaw
26210	Lines, Charles E., Box 107,	Braidwood
26208	Wright, Vinton S.,	Dwight
26209	Peck, W. F.,	Gardner

KENTUCKY DIVISION—1—108.

Unattached.

26200 Doyle, Dr. B. Oscar, 735 West Jefferson st., Louisville

LOUISIANA DIVISION—1—103.

Shreveport Wheelmen.

26212 Kirsch, Abe, Shreveport

MAINE DIVISION—1—161.

L. and A. Wheel Club.

26222 Cumner, E. E., Revere House, Auburn

MARYLAND DIVISION—1—533.

Unattached.

26192 Werneth, Francis J., 806 Druid Hill ave, Baltimore

MASSACHUSETTS DIVISION—2—1644.

Bay State Bi. Club.

26223 McCully, G. S., Union Depot, Worcester

Unattached.

26201 Paine, Chas. L., 131 Summer st., New Bedford

MICHIGAN DIVISION—3—439.

Unattached.

26187 Jesson, Jacob, 35 Western ave., Muskegon
26202 Merrill, R. D., Union City
26224 Arnitz, Adolph, 45, E. Western ave., Muskegon

MISSOURI DIVISION—2—347.

St. Louis C. C.

26193 Loewen, Albert, 3017 Chestnut st., St. Louis

Unattached.

26183 Mahard, Jno. L., 333 East 3rd st., Sedalia

NEW JERSEY DIVISION—3—627.

Hudson Co. Wheelmen.

26203 Rice, Geo. B., 217 Bergen ave., Jersey City

Passaic Wheeling Club.

26169 Bowker, James T., 83 Prospect st., Passaic

Unattached.

26213 Fenton, David C., P. O. address 405 No. 2d st., Philadelphia. Ellisburg

NEW YORK DIVISION—6—2154.

Pathfinder C. C.

26190 Burrell, Claude J., Box 69, Cooperstown

The Knickerbocker Wheelmen.

26219 Eigabroadt, Frank, 707 E. Fayette st., Syracuse

Syracuse Cycling Club.

26170 Crampton, A. J., 343 W. Fayette st., Syracuse
26171 Johnson, W. H., 410 Howard st., "

Unattached.

26194 Lodge, Wm. S., 476 Broadway, Albany
26172 McClune, Fred A., Box 1404, Ithaca

OHIO DIVISION—3—858.

Cincinnati Bi. Club.

26184 *High, Mrs. M. A.*, 14 Brookside ave., Cincinnati

Unattached.

26173 Klinger, W. J., Box 147, Greenville
26211 Gassmann, Joseph, 22 Fulton ave., Cincinnati

PENNSYLVANIA DIVISION—8—1460.

Century Bi. Club.

26174 Bainbridge, Edwin W., S. E. cor. 13th and Columbia ave., Philadelphia

Chester Bi. Club.

26189 Jefferis, Joseph, 917 Hyatt st., Chester

Unattached.

26188 Wolle, J. Samuel, 144 So. New st., Bethlehem
26185 Smith, August, Farmers Valley
26175 Wynn, C. R., 1623 Stiles st., Philadelphia
26196 Buschner, C. Robert, 237 So. 5th st., "
26195 Riebel, Samuel Allen, 110 North 2d st., "

Penn Bi. Club.

26214 Schroder, Frederick, 769 No. 37 st., "

RHODE ISLAND DIVISION—4—350.

Pawtuxet Wheelmen.

26191 Pearce, Howard A., Box 1236, Providence

Unattached.

26176 *Briggs, Addie, Bowen*, 60 Laura st., "
26177 *Briggs, Olive B.*, 60 Laura st., "
26178 *Harvey, Lizzie T.*, 26 Prarie ave., "

TENESSEE DIVISION—2—101.

Unattached.

26204 Deupree, T. J., Jr., 356 Main st., Memphis
26205 Wood, Julius, 413 Main st, "

TEXAS DIVISION—1—40.

Unattached.

26206 Brandt, Edw. A., Box 21, Chappell Hill

WISCONSIN DIVISION—1—169.

Milwaukee Wheelmen.

26186 Schmitz, Fred W., 192 Lyon St., Milwaukee

GEORGIA—1—9.

Unattached.

26216 Brown, F. McC., Brunswick

MISSISSIPPI—1—12

Natchez Cycle Club.

26207 Howe, A. L., 110 Main st., Natchez

SOUTH CAROLINA—1—5.

Unattached.

26215 Daniels, Chas. R., Box 64, Columbia

Division Officers.

CALIFORNIA—Chief Consul, R. M. Thompson, Oriel Hotel, San Francisco. Secretary-Treasurer, W. D. Sheldon, 126 Davis street, San Francisco.

COLORADO—Chief Consul, Edward S. Hartwell, 1319 Sixteenth street, Denver.

CONNECTICUT—Chief Consul, David J. Post, Drawer 11, Hartford. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington.

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KANSAS—Chief Consul, W. C. Bradley, Western Security Co., Ottawa. Secretary-Treasurer, Otto H. Wulfekuhler, Leavenworth.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

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TEXAS—Chief Consul, Geo. C. Arbuckle, Room 5, Merchants' Exchange, Dallas.

VERMONT—Chief Consul, H. A. Webster, Montpelier.

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk. Secretary-Treasurer, Alex. K. Schaap, 617 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, Clarence. E. Irwin, 150 No. F street, Wheeling.

WISCONSIN—Chief Consul, V. Mumford Moore, 94 19th street, Milwaukee. Secretary-Treasurer, W. L. Simonds, 382 East Water street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

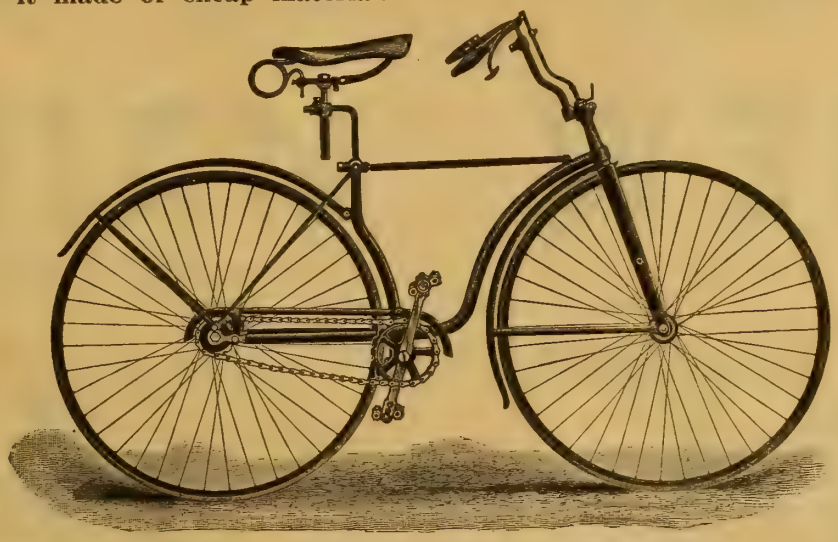
☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

There is no better wheel in the market to-day than the Warwick Perfection. It is not sold for cheap money, nor is it made of cheap material.

PRICE $135.

SEND FOR

CATALOGUE.



WITH BRACE REMOVED

IT MAKES A

Light and Superior

Ladies' Wheel.

To facilitate delivery of goods, we have arranged with the following firms to supply you in their respective territory. They will be our exclusive wholesale dealers, and it is their mission to aid you in every way. Address them for catalogues:

For Maine, New Hampshire, Vermont, Rhode Island and Eastern Massachusetts, **A. O. VERY**, 173 Tremont Street, Boston.
For New York State, east of Onondaga County, and North-eastern Pennsylvania, **G. R. BIDWELL**, 313 West 58th Street, New York.
For Northern New Jersey, **E. ALSDORF & CO.**, 11 Academy St., Newark, N. J.
For Southern New Jersey, and territory contiguous to Philadelphia, **EDW. K. TRYON, JR., & CO.**, 10 and 12 North 6th Street, Philadelphia.
For Western New York, Western Pennsylvania, and Northern Ohio, **STANDARD CYCLE CO.**, 588 Main Street, Buffalo, N. Y.
For Maryland, **EISENBRANDT BROS.**, 424 E. Baltimore St., Baltimore, Md.
For Southern Ohio, Southern Indiana, Tennessee, and West Virginia, **J. E. POORMAN**, 8th and Race Streets, Cincinnati, O.
For the Northwest, **CHAS. F. STOKES MFG. CO.**, 293 Wabash Ave., Chicago.
For the Southwest, **D. SNITJER**, 1012 Olive Street, St. Louis.
For the Pacific Slope, **THOS. H. B. VARNEY**, Fremont Street, San Francisco, Cal.
Territory not named, Local Agents, or The Manufacturers,

WARWICK CYCLE MFG. CO., - Springfield, Mass.

PREMIER PARTS.

We notice that one of our competitors, whose statements are invariably both modest and accurate, says: "There are only two of the many safety bicycles on the market that are interchangeable." Thanks, brother. We KNOW and guarantee PREMIER SAFETIES to be interchangeable, and the above delicate attention is greatly appreciated. "SPECIAL ATTENTION is called to the fact that all cycles of our importation are made strictly to gauge, and are interchangeable. We can supply at once, from a complete stock, any part that may have been broken or lost."—*Premier Catalogue.* Ask Premier riders and agents.

It is hard to tell what will be our leader this year. Every pattern of PREMIER SAFETY fills a distinct demand of the cycling public. There is going to be a Catford craze, unprecedented in the annals of cycling history, and our announcement of a genuine PREMIER SAFETY at $85.00, promises to swamp us with orders throughout the season.

At all events send in your name for a copy of our new Premier Catalogue, and if you are in the trade it will pay you to make arrangements with us for a Premier agency.

LLEWELLYN H. JOHNSON, Manufacturing Importer,

401 & 403 Main St., - - - ORANGE, N. J.

HERE IT IS! IT'S OUT!

1890 BOW OF THE

NEW MAIL.

DIAMOND FRAME. ALL PARTS INTERCHANGEABLE.





But ONE Nut for Adjustment.

Offered as the Handsomest and Best Safety yet produced! A very Easy and Pliant Spring Fork this year, preventing vibration. Rear Axle Band Brake—the place for a brake. Same as always used on Tricycles, hence no Experiment. Straight Front Forks, aiding steadiness of steering. Strengthened Base Rim. Drop Forgings. **ALL PARTS INTERCHANGEABLE.** An American made Wheel for American Wheelmen.

ONLY SAFETY

——WITH——

Trigwell's · Ball · Bearing · Head,

WHICH WE CONTROL.

POSITIVE ADVANTAGE IN A SAFETY,

AS HELPING TO OBVIATE SENSITIVENESS OF STEERING.

BECAUSE, by the construction of the Trigwell Patent Head alone, the Cones, being Detachable, can be **Perfectly Hardened** before being screwed into place; also, the Balls which move on the Cones are Perfectly hardened and move more evenly and uniformly than the old cone head. Thus the Head can be Adjusted Tightly and it STAYS THERE,—one adjustment serving for months, while it is well known that the old cone head needs constant adjusting and tightening. **Rigidity and Uniformity of Steering** has always been the feature of Trigwell's Ball Head, and thus it can be seen that **This Head seems Specially Designed for a Safety.**

NEW MAIL SAFETY

Spring Fork, Preventing Vibration.

We have adopted what we believe to be the **BEST SPRING FORK,** (a coiled spring inside the Fork Column) acting in a direct line from the arms of the rider to the point of any concussion. In no way does this Spring Fork interfere with Steadiness of Steering. Ours is a direct vertical action. A Spring Fork is an advantage if it does not interfere with steady riding. It is out of sight and neat.

GREAT ADVANTAGE OF OUR

REAR * AXLE * BAND * BRAKE.

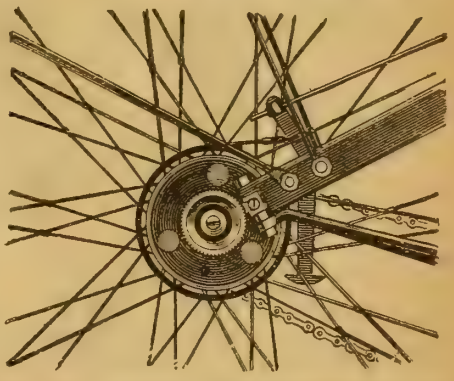
We wish to draw particular attention to this

SPECIAL FEATURE OF THE NEW MAIL.

The place certainly for a brake is on the rear wheel, and we maintain our Axle Band Brake is the **ONLY** proper application. As is well known, such system has always been used on tricycles as the best, and being on the Axle is a brake of Gradual Pressure, as it should be; while it is not liable to be fouled with mud as if on the tire, and moreover

CANNOT LOOSEN THE TIRE FROM THE RIM,

Nor Spatter Mud on Gearing Chain and Sprocket.





STRAIGHT FRONT FORK,

Which we claim gives less sensitiveness in steering than if of a curved shape, and the front wheel is less liable to a sudden turn or swerve.

From "SCIENTIFIC WHEELING," December, 1888.

"Mr. Leni, who is a thoroughly practical cyclist, writes: 'In case the subject should crop up, I beg to say that I have been trying experiments lately, and have come to the conclusion that a straight fork in lieu of a curved one to the front wheel has more to do with the stability of the Safety than is generally imagined.'"

ALSO, NOTICE THE SHAPE OF OUR HANDLE BARS,

Bringing Handles low and well back to the rider, giving a natural and easy position to the hand and arm. Very graceful. Adjustable and Detachable.

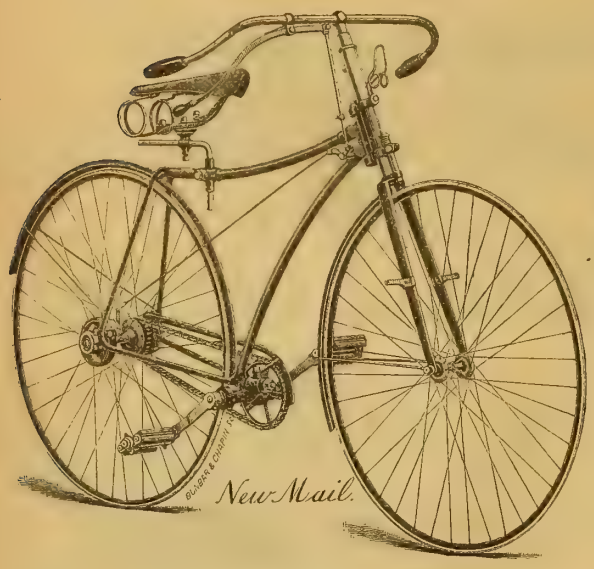
SIMPLEST OF ALL ADJUSTMENTS,—BY ONE NUT ONLY.

None of these features are new nor experiments. All have been used on the New Mail in the past, and the standard of the New Mail is too well known to need explanation. We were the First to bring out a Ball Head, and purchased the Trigwell Patent, and though others have followed with different kinds of ball heads, yet the Trigwell is UNAPPROACHED! The lines of our model have been studied with great care, and we offer it as the Handsomest Safety yet made! Look at it! Catalogues Now Ready. Agencies now arranged, and applications should be made at once Already in great demand.

MANUFACTURERS,

William Read & Sons, 107 Washington St., Boston, Mass.

PITTSBURG.



1890 MODEL

NEW MAIL SAFETY

Now on Exhibition.

CALL AND EXAMINE.

J. B. KAERCHER,

442 Wood Street, - - - - PITTSBURG, PA.

TEN CAR LOADS.

One of the most essential points for careful consideration in connection with the purchase of a bicycle is Economy in Weight.

We find by making a very simple calculation, that a person who rides a bicycle ten miles a day, on an average, for five years, (Eighteen hundred and twenty-five days), that he would have ridden Eighteen thousand, two hundred and fifty miles, and that if the bicycle used was ten pounds heavier than he actually required, he would have carried one hundred and eighty-two thousand, five hundred pounds more bicycle per mile, ridden, than was necessary, or about two car loads per year.

Now, fix your rate per car load, and you will ascertain the value of a bicycle the proper weight.

ROVERS

range in weight from 38 to 48 pounds, and we therefore can supply a machine in accordance with a purchaser's requirements.

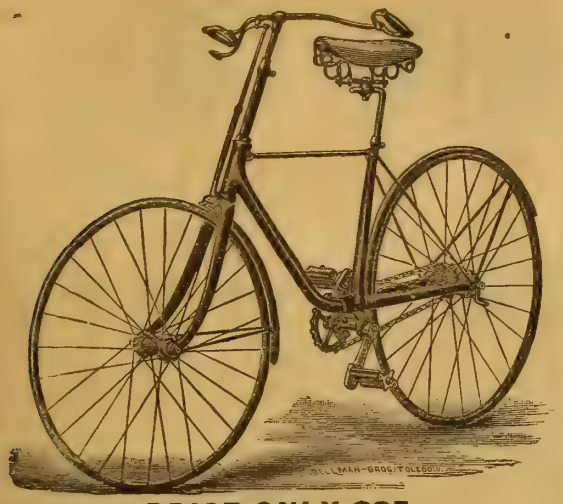
WE CARRY FIVE STYLES,

including the most elegant ladies' Safety in the American market.

CATALOGUE READY FEB. 20th. COMPETENT AGENTS WANTED EVERYWHERE.

THE JNO. WILKINSON CO., Sole Importers,

55 STATE ST., - - CHICAGO, ILL.



PRICE ONLY $35.

"Same Old Story. Skip this and read something New."

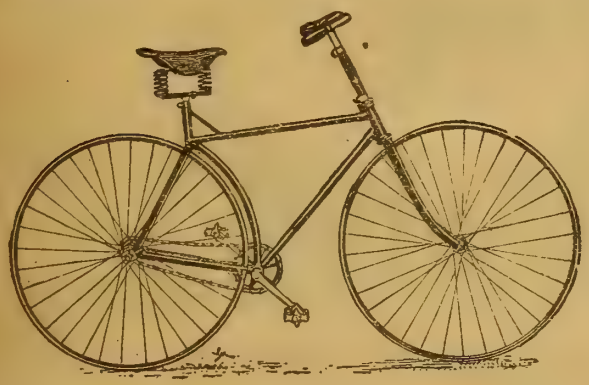
It may be egotism on our part, yet we cannot help but feel that the boys mean what they say when they hold up their right hand for the Little Giant, and confirm their opinion by their orders.

We have often heard repeated, "the best is always the cheapest in the end, even at a greater cost." To this we add *certainly, certainly,* and we give you the best without the extra cost.

Therefore, the best and the cheapest without the extra cost, buy A Little Giant of some of the many agents herewith attached and be happy All reliable dealers, who would not sell these goods if not as we recommend and guarantee them:

Wm. Read & Sons, Boston, Mass.; Merwin, Hulburt & Co., New York; E. C. Meacham Arms Co., St. Louis, Mo.; A. G. Spalding & Bros., Chicago, Ill.; H. A. Lozier & Co., Cleveland, Ohio.; Standard Cycle Co., Buffalo, N. Y.; Bretz, Curtis & Co., Philadelphia, Pa.; B. Frank McDaniel, Wilmington, Del.; Eisenbrandt Bros., Baltimore, Md.; H. S. Owen, Washington, D. C.; Alsdorf & Co., Newark, N. J.; A. K. & C. E. Schaap, Richmond, Va.

LOZIER & YOST BICYCLE MFG. CO., Box 131, Toledo, O.



THE MOUNT FOR 1890.

THE REFEREE SAFETY.

Correct braced diamond frame of the best steel tubing. True tangent spokes. Ball socket head. Best black rubber tires. Weight, 37 lbs., all on. The lightest in the world and easiest running.

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AGENTS WANTED. **Sole U. S. Importers.**

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

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N. Malcom Lockwood *Committee.*
C. R. Pinner

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 **Broome Street,** **NEW YORK.**

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

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Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
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HOSPITAL REMEDIES

THE Favorite Prescriptions of the Brightest Medical Minds in the world, as used by them in the Hospitals of London, Paris, Berlin and Vienna.

ONE MEDICINE FOR ONE DISEASE.

No. 1—Cures Catarrh, Hay Fever, Rose Cold, Catarrhal Deafness.
No. 2—Coughs, Colds, Bronchitis, Asthma, Consumption. A Peerless Remedy.
No. 3—Rheumatism, Gout.
No. 4—Liver & Kidneys, Dyspepsia, Indigestion, Constipation, Brights Disease.
No. 5—Fever and Ague, Dumb Ague, Malaria, Neuralgia.
No. 6—Female Weakness, Irregularities, Whites. A Golden Remedy.
No. 7—A Perfect Tonic, which gives Health, Form and Fullness, Clear Complexion, Good Blood and lots of it.
No. 8—Nervous Debility, Loss of Power Impotence, an incomparable remedy.

RELIABLE AGENTS WANTED.

Every bottle guaranteed to cure its special disease if CURABLE and to give permanent relief ALWAYS. Descriptive Circulars sent free on application. HOSPITAL REMEDY COMPANY, Toronto, Canada.

Elwell European Bicycle Tour.

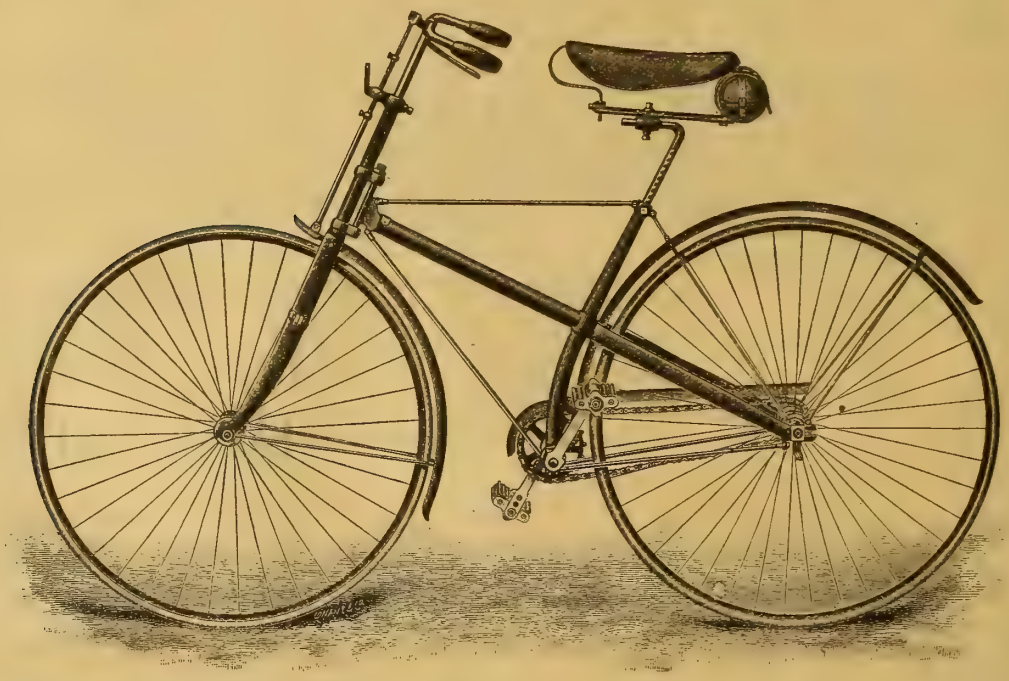
France, Switzerland, Germany and England.

Leaves New York June, on La Bretagne, of the French line. Berths assigned from March 1st.

For information address

F. A. ELWELL,
153 PEARL ST., - PORTLAND, ME.

UNION CYCLE MFG. CO.



Ball Bearings Dust Proof and Oil Retaining.

Chain absolutely noiseless.

Patent Chain Adjustment.

"Union" Patent Saddle.

None Better.

High Grade in Every Respect.

Finish Incomparable.

THE UNION SAFETY

In General Appearance and Riding Qualities is Unequalled.

WRITE FOR CATALOGUE TO

CHAS. F STOKES MFG. CO., 293 & 295 Wabash Ave., Chicago, Ill., Agents for the North West.

J. E. POORMAN, Cor. 8th & Race Sts., Cincinnati, Ohio, Agent for Southern Ohio, Southern Indiana, Kentucky and Tennessee.

A. B. MACK & CO., 64 Euclid Ave., Cleveland, Ohio, Agents for Northern Ohio.

STANDARD CYCLE CO., 588 Main St., Buffalo, N. Y., Agents for Western New York and Western Pennsylvania.

A. O. VERY, 173 Tremont St., Boston, Mass., Agent for the New England States.

UNCLE EPHRAIM MAKES CALLS.

"MY DEAR CHILDREN," said THE OLD GENTLEMAN, as he FIRED his "BRIAR ROOT" and settled back in his EASY CHAIR for an HOUR'S COMFORT, after a busy day, "I called at the FACTORY of the WHITE CYCLE CO. to-day and met DR. DRAKE, the courteous and obliging SUP'T. of AGENCIES. He took me all through their ELEGANELY APPOINTED FACTORY, and I was ASTONISHED at the EVIDENCE of PROGRESS made under the NEW REGIME. FINISHED PARTS, and PARTS in all stages of progress towards completion, were in BINS, BOXES, ON RACKS, HUNG UP and in IMMENSE PILES on the FLOORS, being pushed about on TRUCKS by YOUNG MEN from one part of the FACTORY to the other. THE POLISHED WORK and NICKELED PARTS and ENAMELLED PIECES were being examined and tested by the several INSPECTORS. PARTS were being given out and charged to the men who assemble THE BRONCHOS. EXPRESSMEN were delivering PARCELS of all SORTS and SIZES and taking others away. BOXES of all sizes were STACKED up, marked THREE KNOT SKOOKUM OIL, SKUDERDRAK'S EMBROCATION and LIVINGSTON'S 'SURE CURE.' The LABORATORY, where the CRUDE SKOOKUM OIL is prepared for the PUBLIC, presented a busy sight; 'tho' I only had a 'peep' at the inside, when the Doctor gave an order for five gross of THREE KNOT SKOOKUM OIL to go by EXPRESS. This afternoon as I stood waiting for the Doctor to complete his rounds with me, I heard GEN'L. MANAGER PECK say, 'SIX MORE BIKES sent for inspection, with offers to turn in for BRONCHOS in exchange, all of them '89 WHEELS and no two of the same make.' Upon asking if they did much of an exchange business, was told that the number sent for exchange was fast increasing, and the owners of wheels sent them with cash to pay transportation charges to the dealer who takes all of their exchange goods, and that the number of riders who wanted to exchange '89 WHEELS for '90 BRONCHOS was simply PHENOMENAL. I looked into the FORGE SHOP, where the men were employed in working on all sorts of CURIOUS THINGS. The SPARKS were flying, the POWER HAMMER clanging, the BRAZING FURNICES roaring, THE GREAT 'BROWN & SHARPE' CO.'S CASE-HARDENING FURNACE was being emptied of BIG BOXES of SLALL PARTS, that were being 'dumped' into water, some of them, and some being dipped in OIL, and 'though the men were 'thick' and moving about in all directions, and apparently in danger of getting thing mixed, yet everything was like CLOCK-WORK. I found, after a few minutes spent in watching the various kinds of work going on, that everything is reduced to a SYSTEM the most perfect, and everything is business from one end to the other of the LIGHT and COMFORTABLE ESTABLISHMENT. It is the LIGHTEST SHOP I ever saw, and has the most perfect means of VENTILATION. Noticing some men measuring and spacing off distances on the ground, I asked what they were doing, and was told that they were getting ready to build a NEW BRICK BOILER HOUSE, in which will be placed a BATTERY of the FINEST NEW STEEL BOILERS that can be made; and for an extension of the FORGE SHOP, to accommodate the NEW PLANT going in shortly, for making all sorts of things which are now made for them by contract here and in ENGLAND. I was much impressed by the extreme care taken by the INSPECTORS in examining FINISHED PARTS. The GAUGES are all made in TRIPLICATE; the WORKMEN have one set, the SUP'T. another, and the third is LOCKED up where only the GEN'L. MANAGER has access. No variation greater than 1-4000 of an inch is allowed, and if the parts don't come correct, somebody has trouble on their hands 'right off,' 'quick,' and lots of it. They showed me their WONDERFUL TESTING MACHINE, and measured a hair from my head and one from my beard, and then SPLIT them both and measured them again. Talk about INTERCHANGEABILITY of PARTS. Well, when they tell you that parts are INTERCHANGEABLE, I can see that it means something; it means that, 'just that,' and NO FOOLING about it either.

If riders want a GOOD MACHINE, A FINE LOOKING WHEEL, A SPEEDY, EASY RUNNING BYKE, A CYCLE that will CLIMB HILLS in a way to DELIGHT them, they should BUY A BRONCHO. FIRST, let them send their ADDRESS for a '90 CATALOGUE. I saw 16 LARGE SACKS going to the POST OFFICE on UNCLE JOE SMITH'S EXPRESS WAGON, and TEASDALE was unloading TWO ENORMOUS CASES, and a THIRD, a little SMALLER, of CATALOGUES from the PRINTERS, containing 30,000 copies of THE MOST ATTRACTIVE AND COMPLETE CATALOGUES ever seen. That was only a few advance copies; the main BULK of the '90 'CAT,' the 2d EDITION, is yet to come. NOW RUN TO BED, CHILDREN, I want to read the ACCOUNT of the STANLEY SHOW, in the ENGLISH PAPER which PRES. WHITE sent me. TO ALL who want to KEEP up to THE TIMES, I say, 'SEND FOR THE NEW CATALOGUE, SENT FREE BY

THE WHITE CYCLE CO.,

WESTBORO', MASS., U. S. A.

Why are there more Columbias sold than of any other make?

1. Because the makers offer only the highest grade machines, giving the best value for the money, and the public knows it.
2. The purchaser is trying no experiment, but is reaping the benefit of 12 years' experience of the makers.
3. It takes *many years* to organize a factory, with machinery, tools and skilled mechanics to turn out a bicycle that is worth $135 00.
4. They are always sold at the published price, which is a positive indication of their value.
5. The warrant of the Company is undoubted.
6. Because the prudent man doesn't let a dealer persuade him to buy a machine that has not an established reputation, because he can make more money on it, even after he has cut the price.
7. If you are in doubt as to which is the best, why not consult a disinterested mechanical expert, or an independent bicycle repairer?
8. The Columbias were the first to be made strictly on the interchangeable system, and in them it has been carried to a degree of perfection equalled by none.
9. Comparison of the Columbia Catalogue with others shows more thoroughness and care in details of construction.
10. You are cordially invited to visit the Columbia factory at Hartford, where you can satisfy yourself of the truth of the above.

POPE MFG. CO.,

77 Franklin Street, Boston.

12 Warren Street, NEW YORK.

291 Wabash Ave., CHICAGO.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 21 FEBRUARY, 1890.

Volume XX.
Number 17.

For our advertisement usually occupying this space, see this week's "Wheel and Cycling Trade Review," published at 243 Broadway, New York.

OVERMAN WHEEL CO.,

—MAKERS OF—

VICTOR BICYCLES,

BOSTON.

"You Can't Answer a Man's Argument by Pointing at the Holes in his Coat."

In buying goods, especially "interchangeable" goods, it is important to know that the manufacturer is established and likely to continue in that happy condition.

When you buy anything in the nature of machinery, it is pleasant to know that, should some portion of it fail, for any unforseen reason, the party at fault, so far as is right and reasonable, will make good the defect. It is not only necessary that the manufacturer should be *financially* able to this, but that he should be philosophical and selfish enough to see the advisability of it. The annoyance incident to the selection of a bicycle by the average beginner may in time be done away with, and it will only be necessary to consult Bradstreet's to see which manufacturer is worth the most money. Such a system would save endless annoyance and be a boon to many. A highly-educated professional gentleman, in looking at the Hickory Bicycle recently, remarked that many things about it pleased him, but it would be much more desirable if it had ball bearings. We assured him that we made parallel bearings only because we preferred them. Whereupon he actually asked us to tell him the difference in construction between the two styles. How much easier it would have been for him, being a lawyer, to have looked up our rating and not come near us at all, for "Oh! kind sirs, we are very poor," we have not tasted bread since last September. We do not feel the disgrace of poverty near so keenly as we do the inconvenience of it. It is no trifling matter to see our little ones gathered about our knee (when it happens to be warmer than the stove), and hear the piteous cries of hunger escape their pallid lips, shivering because the fire wood has all been made into wheels, in the hope that next winter we can have coal.

Last summer's tennis blazer answers for an undershirt, and we would be happy if other and more wealthy manufacturers would stop calling attention to our lack of responsibility. To be sure they have not called names, but we feel that they mean us, for it don't seem possible there can be others so hard up.

And yet we are hardly so "poor as he that hath not patience," for we have both patience and hope—yes, and even charity for those who don't seem to grasp the fact set forth in above headline. 'Twas Lincoln who said: "You may fool *all* of the people a *part* of the time, or a *part* of the people *all* the time, but you can't fool *all* the people *all* the time," and among the many good things said by the great Abraham, none contained more truth. A deaf man once said he could always tell which was getting the worst of an argument by noticing who got mad first. N. B. Comparatively few cycle buyers are ever deaf. A man who feels perfectly sure of his position can afford to be good natured.

The people care not for *any* man so much as what he can do for them. They have little interest in his prejudices and *no* sympathy with his egotism. It is the quality of the goods and the price asked for them after all, that settles the question. If we were rated "A. A. 1," would you buy hickory wheels with your eyes shut? If you did, we should probably take your money and consider you an ass. If we owned a private livery stable and kept a "nigger boarding house", would you then think our style of machine was the best without investigation? Not if you are the kind of a man we like to associate with, you wouldn't. We don't give any reasons why you should buy the Hickory Wheels, for we are not sure that you ought. Your physician can best advise you on that point. You may need violent exercise, and hence should handle some heavy metallic thing as, for instance, dumb bells. If you merely want to get from place to place, and don't especially need exercise, we would recommend—no we won't. Look it up for yourself. Our guarantee hasn't yet got whiskers on it, but our wheels never get so they look like a cypher that is trying to be a figure 8.

STERLING ELLIOTT, = Newton, Mass.

P. S. We are still swapping catalogues for good agents.

PREMIER BICYCLES.

EASTERN AGENCY:

Fairbanks, Sanborn & Cole,

145 COLUMBUS AVE., BOSTON.

Every Wheel Fully Guaranteed.

All Parts Interchangeable.

OUR FULL LINE.

THE FAMOUS CATFORD, -	$135.00
FULL ROADSTER, -	135.00
SPECIAL LADIES' - -	135.00
THE POPULAR, all balls,	105.00
THE KING OF ALL, - -	85.00
YOUTH'S PREMIER, -	65.00
PREMIER TANDEM, -	200.00

Holmes' Thigh Stocking.



Price $2.50.

Double heel and toe.

Send Stamp for Catalogue.



KNEE PANTS.

(Patented.)

810. Heavy Rib,

Improved double seat and pocket.

FULL PANTS.

(Patented.)

828.

Heavy Rib.

Improved double seat, strap & pocket.



No. 884. Heavy Rib.





3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.

3—1. Black, navy, grey mixed, stocking, $1.25.

1—1. Black, navy, grey mixed, stocking, $1.00.

Athletic and Gymnasium Garments Manufactured by

HOLMES & CO., 109 Kingston St., Boston.

SEND IN YOUR NAMES EARLY AND AVOID THE RUSH.

Our 1890 Catalog will be out early in February, and will contain the most complete list of sundries ever advertised; all prices at or below Eastern Figures; also a complete line of the latest makes of high grade machines. Parts for repair of all known makes of wheel always in stock. Don't forget to write.

ST. LOUIS WHEEL CO., 311 N. 14th St., - - ST. LOUIS, MO.

SPECIAL.

All Advertisements in this Department 20 cents a line.
☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



Send 25 cents and get one of the

New L. A. W. Lapel Buttons.

Made of rolled Silver Plate, oxydized. Very neat and serviceable.

N. H. GIBBS,
Box 632. PROVIDENCE, R. I



L. A. W. BADGES,

The official design in solid gold. Prices, $2.50, $3.50, $5.00 and upward. Patented. Send for free Catalogue and address orders to

C. H. LAMSON,
177 Middle St, Portland, Me.

IF you want to buy, sell or exchange your wheel for books, stationery, type writers, organs, buggy, cigars, etc., write to JOHN G. ZOOK, LITITZ, PA. He has the best second-☞ list in the U. S. A $250 Humber Tandem, used 50 miles, at any reasonable offer, and a score of other bargains. Don't buy before you write to him. Kodak Camera wanted.

WANTED—An A1 Bicycle Machinist. To satisfactory party, liberal wages and steady work will be given. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th St., New York City.

FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, $14.00, $15.00, and $16.00. Cutters, Home Trainers, etc. Send for circulars. M. A. WOODBURY, Bradford, Pa.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

RAFFLE—52-inch New Mail; in good condition. Tickets $1; in clubs of six, $5. Drawing will be held March 10th. References can be furnished as to reliability if necessary. W. S. ESTABROOK, Fullerton, Neb., Box 44.

FOR SALE—1889 Premier Tandem Safety; or will exchange for Safety and cash. Send particulars if in trade. CAMPBELL & CO., 33 Page st., Providence, R. I.

WANTED—Old gold and silver, full value paid. Packages received by mail or express remitted for same day. PATTON & CO., Manufacturing Jewelers, 59 Main St., North Adams, Mass.

FOR $1.00—A 54-inch American Champion, ball bearings all around; good as new; 90 chances; $1.00 each. BOECKING & HEVERLY, Tyrone, Pa.

A. O. VERY,

New England Agent for the

Warwick "Perfection," "Union"

—AND—

"Giant" Cycles.

—ALSO—

The Standard Sewing Machine

173 Tremont Street, Boston.

AGENTS WANTED,

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

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WANTED—A Western wheelman, well-known throughout the West, wishes a position as salesman or advertising man for a bicycle firm, where hustling is needed. Can furnish good recommendations from prominent Western wheelmen as to capability. Address "SALESMAN," care Bicycling World, Boston, Mass.

FOR SALE—52-inch New Mail, '89 pattern; latest improvements; balls all over; as perfect as *new*; not run 60 miles; nickeled King of the Road Hub Lamp, Luggage Carrier and Whistle. Cost $145.00. Will sell for $100.00. L. G. SLOOT, Purdy Station, Westchester Co., New York.

COLUMBIA TANDEM BICYCLE—King of R. Lamp; bell; luggage carrier and tools. A BARGAIN for any one wanting tandem. Address JOS. ROYAL, 1722 North 10th st., Philadelphia, Pa.

$90—Crescent Safety, good as new; a bargain for $65. C. W. POWELL, Polo, Ill.

SPECIAL STAR, 51-inch, in fine order, for sale; or will exchange for 30x24, and pay cash. E. T. CORNELL, Bank of America, 46 Wall St., New York.

WANT 51-inch Columbia Light, or a 52 wheel. WM. ROBERTS, Richmond Hill, L. I.

FOR SALE—1889 Victor Safety, in first-class condition. H. W. ROBINSON, 89 State St., Boston, Mass.

FOR SALE—For $95, a Victor Safety of the 1889 pattern, in good condition; has been run only about 1000 miles. Write to CHAS. M. BLODGETT, 1 Claremont Park, Boston, Mass.

FOR SALE—A New Mail Safety, in good condition, with cyclometer. E. H. NORRIS, 18 Mason st., Cambridge, Mass.

NEW AND SECOND-HAND

Bicycles and Tricycles.

Get our prices on second-hand wheels before purchasing.

REPAIRING

of all descriptions at reasonable prices.

SIDWELL & SABEN

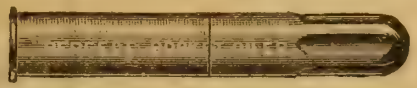
182 Columbus Avenue,

BOSTON, - - MASS.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on receipt of 50 cents in stamps. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.



This oiler resembles our "C & D" Pocket Oiler, although on a smaller scale. It consists of a tube for holding the oil, fitted at the top with our patent tip which can be unscrewed to refill the oiler.

This tip throws only a small quantity at a time, and prevents all spilling and waste of oil. As the ordinary oil can throws from 20 drops and upwards at each stroke, the immense superiority of our oiler as to neatness, cleanliness and economy, will be at once apparent.

The shape and nickel finish make it the handsomest, neatest, and most convenient oiler in use.

Price, 50 Cents each.

CUSHMAN & DENISON,
172 9th Avenue, New York.

L. M. ALEXANDER,

For the past Three years with Hill & Tollman, will remain at the old stand,

195 Front St., Worcester, Mass.

and handle a full line of

AMERICAN, NEW MAIL, PSYCHO AND SINGER WHEELS.

—ALSO—

LITTLE GIANTS, BOSTONS AND TREMONTS.

CYCLE REPAIRING OF ALL KINDS PROMPTLY ATTENDED TO.

"To God's Own Country."

WANTED.

A good, steady boy, from 14 to 19 years of age, who has worked from 1 to 3 years at Bicycle Repairing. A good home for a good boy.

Address immediately, stating age, experience, and send recommendations from last or present employer, also state salary wanted.

FRED T. MERRILL,
CYCLE CASTLE, 49 MORRISON ST.,
PORTLAND, OREGON.

For all kinds of
Bicycle Repairing,
Nickel Plating,
Enamelling, etc.,

Send your Wheel to

HARRIS & HABERER,
15 West Chippewa Street. BUFFALO. N. Y.

UNABRIDGED!!

Catalogue of Bicycle Sundries ready for mailing in a few days.

Send a *Postal Card* for a copy to

HOWARD A. SMITH & CO.,
NEWARK, - - N. J.

The Judge

Who tries a thing, whether it be Toe Clips or pie, is best qualified to give his opinion.

MORAL:—Try a pair of



RANKIN PAT. TOE CLIP.

to judge for yourself, and learn the correct ankle motion, which every rider should know.

AGENTS WANTED in every city or town in the United States. Write for terms, etc. Mention this paper, please.

RANKIN & BRUCE, Sole owners & Man'f'c'turers.

Box 103, PROVIDENCE, R. I.

Mail orders, (postage paid), will receive prompt attention. **Per Pair, 50 cents.**

SINCER CYCLES.

OVER 65,000 IN USE.

FEBRUARY, 1890

In the pages of our catalogue for this season, we submit to your notice an assortment of Singer cycles, from which the selection of a suitable machine may be accomplished without difficulty.

Our various patterns have been fully tested by many thousands of riders of our cycles, and the general principles of our 1889 patterns have been found to be almost incapable of improvement. We have, therefore, confined our attention chiefly to the revision and perfecting of details, and to reduction in weight; and, although this has entailed considerable cost, we have been able to somewhat reduce the prices of last year.

WITH REFERENCE TO QUALITY, WE RELY UPON THE INTRINSIC MERIT OF OUR CYCLES, AND THE RECOMMENDATION OF THOSE USING THEM, FOR A CONTINUANCE OF OUR INCREASING TRADE.

Our workmen are continuously employed, winter and summer, and thoroughly understand the class of work we require. NO SECOND-RATE MACHINES ARE MADE; all the parts of our cycles [except saddles] are made in our works, special machinery is extensively used, and by these means we are able to produce cycles of the best possible quality, at moderate prices. WE CARRY IN STOCK AT THIS DEPOT, A FULL LINE OF PARTS OF ALL OUR MACHINES.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - BOSTON, MASS.

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NEW MAIL.

OFFERED

AS THE

BEST AND

HANDSOMEST

SAFETY

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HAVE YOU SEEN IT?



SEE IT AND GET CATALOGUE SURE.

ADDRESS

WILLIAM READ & SONS, - 107 Washington St., Boston.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

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EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 21 FEBRUARY, 1890.



JAMES R. DUNN.

THROUGH the courtesy of the *Boston Globe* we are enabled to present to our readers an excellent likeness of James R. Dunn, President-elect of the L. A. W. Mr. Dunn's antecedents are well known to the readers of the WORLD, though his features may not be. The WORLD bespeaks for the new President and his associates, Messrs. William H. Emery and George R. Bidwell, the hearty support of every well wisher for the welfare of the League.

IT is all League this week. We present an exhaustive and complete report of the meeting, and we believe it is exact as can be, where a verbatim report of the discussions is not printed. To thoroughly digest and comment on same will take some days, and we therefore reserve our editorial comments until next week.

No one can plead ignorance of the work done and projected by the League after having this report placed before him.

CORRESPONDENTS must give way this week to the majesty of the L. A. W. If we had known that we were to be overwhelmed with such a volume of matter we should have notified our correspondents to hold off this week.

NEW YORK STATE DIVISION MEETING.

THE annual meeting of the New York State Officers' Meeting was held at the Grand Union Hotel, New York City, Feb. 14. The meeting was called to order by Chief Consul Bull at 3 P. M. Present in person, Chief Consul Bull, Messrs. Woods, Cossum, Miller, McBean, Beck, Prial, Sheehan, Betts, Nesbett, DeGraaf, Johnson, Jenkins, Heyducker, Chapin, Alden and 12 by proxies. Also present, Shriver and Potter, by reason of their chairmanship of Standing Committees, and also Mr. Geo. R. Bidwell, by courtesy.

The reading of the minutes of the previous meeting were dispensed with. Chief Consul called Mr. Woods to the chair, and presented an exhaustive report, which will be printed in full. The report of the Secretary-Treasurer showed a balance.

Mr. Jenkins, on behalf of the Rights and Privileges Committee, reported a number of cases had been taken care of by the Division, notably, one in Poughkeepsie, wherein $500 damages had been paid to a cyclist on the verdict by a jury. The case was of a cyclist who was run down by a driver. The facts have been reported in full in these columns at the time of suit.

Mr. Shriver, on the Rules and Regulations Committee, offered several amendments, the details of which will appear in full in our Official Columns.

The report of Mr. Potter, Chairman of the Highways Improvement Committee, made a strong reccommendation that the New York Division send to the National Assembly, a resolution requesting them to allow the State Committee to continue their work looking towards local legislation, without interference at the hands of the National Committee.

A warm discussion then arose on the question of auditing the vouchers of Chief Consul Bull and Dr. Blackham, as presented by them, and it was finally voted by a vote of 28 to one, that the accounts were regular and snould be paid. Mr. Cossum, who was active in opposition to the auditing of these accounts, after hearing the facts as discussed, withdrew his opposition and voted for the auditing and paying of the vouchers in dispute.

A discussion then took place over a certain article which lately appeared in a cycling publication, reflecting on the integrity of Chief Consul Bull, and again, by a vote of 28 to one, was Chief Consul Bull endorsed and insinuations and charges in same condemned.

A vote was then passed that the New York State Division donate $50 to the New York State Roads Improvement Association, as a substantial evidence of the Division's support and good will.

The meeting then adjourned. The full Official Report will appear in our Official Column.

WE are just in receipt from ex-President Luscomb of copies of letters which passed between himself and the Ohio officials. We lift forms to state that the letters will appear next week.

CORRECTION.—A gentleman from Albany writes us: "In your issue of the 14th inst., copying from the Albany *Argus*, you state that the Albany Wheelmen formally opened their new quarters, etc., in which you were in error, it being the Albany Bicycle Club, as stated in the *Argus*, who opened their quarters, without any indebtedness and with a handsome surplus. Oblige the club by noting error in next issue."

MEETING OF THE

NATIONAL ASSEMBLY L. A. W.,

—AT—

Grand Union Hotel, New York,

February 17, 1890,

On Saturday afternoon last, one familiar with the cycling celebrities from the different parts of the country, would have noticed that many of these representative men had already put in an appearance, and by Sunday noon the corridors of the Grand Union and Murray Hill Hotels seemed to contain nearly all the great and mighty ones in wheeling circles. Among the more prominent wheelmen, we noticed the familiar and rotund form of Secretary Bassett; the happy-smiling and high-strung George Atwater; Brewster, the unique and quaint; Vice President Lawton, looking as if he was not in it this year. Among the editors present, first and foremost of course, Editor Prial was conspicuous. His expression was not one of untold happiness, and his look was a far-away one, as though he were trying to fathom the future and decide which way the political flip-flap should be taken. Joe Goodman was anxiously questioned as to the identity of "Tip," but kept the secret to himself. Mr. Miles, of the *Referee*, showed up, after an awful trip from the West, in which he had to spend his nights in a sitting-up position, as the sleeping cars were full, and he assured us also that he had not had much time to eat since he started from Chicago. Mr. MacOwen, of the *Athlete*, came in late on Monday, with his bright, breezy manner full of anticipation and hope in the future of his venture.

Mr. Dunn, of course, was there, and his room and that of the Ohio Division in the Murray Hill Hotel, were made the headquarters of Mr. Dunn's friends. Ex-President Kirkpatrick was there in all his power and glory, and a cooler or more level-headed manager or debater could not be found in the ranks of Mr. Dunn's friends. It is unnecessary to say that Mr. Potter was on hand, with a twinkle in his eye, which boded no good for those who had seen fit to make his life interesting in League politics during the past four months. Mr. Jenkins, with a very bad cold and a temporary bass voice, was active everywhere in the interests of Mr. Dunn and the New York State Division, and when we say that Jenkins was active, it means a good deal. Dr. Butler, of Buffalo, whose report, by the way, of the Roads Improvement Committee was one of the ablest that we have ever listened to, was on hand, and it was difficult to meet the Doctor without his satchel full of letters, and a bundle of letter-books under his arm. This amunition was to be discharged at the devoted head of Mr. Potter, when the proper time came. Mr. Perkins, of Massachusetts, was on deck Sunday morning, and he devoted the day to busily preparing defence on behalf of the action of the National Body, as affecting State legislation. It always does one's heart good to run across Mott. If there ever was a man on whom good fellowship was written all over him, from the top of his head to the toe of his boot, that man's name is Albert Mott. He is a man who is always cool and pleasantly firm. To know Mott is to like him. The Maryland delegation contained also the veteran, Samuel T. Clark, and his partner, E. F. LeCato, good fellows, every one of them.

There was an oppression in the air when Mr. Prial and Mr. Miles met face to face, but we are glad to state that death did not ensue. In fact, before we left, we saw the two blood-thirsty scribes hobnobbing in the pleasantest kind of a manner. Fred Jenkins was there, the old timer, and former editor of the *Wheel*, and a man once prominent in League politics. Fred was as much interested in the debate as though he were still active in League politics. Chief Consul Bull was there, of course, looking very lively for a "political corpse," as our friend "Tip" would have expressed it. In fact, the funeral prophesied by the now notorious "Tip," did not take place, as least we did not hear of it, and we have every reason to believe that Chief Consul Bull did not, either. With a laurel of vindication set jauntily on his head, Chief Consul Bull was one of the most prominent actors in the discussion which took place in and out of the meeting. Pennsylvania was represented in the persons of Chief Consul Boyle, Van Nort, Crowther and others. Post, the energetic and happy Chief Consul of Connecticut, was with his Division, and a very solid Division it was. Massachusetts was there in full force. We could write pages of incidents, some of them amusing, which occurred during this meeting, but we have not space. The delegates evidently meant business, and they stuck closely until the last gun was fired. The meeting, we are sorry to say, was not devoid of certain personalities which we wished had not existed, but it must be remembered, in justicte to the gentlemen who fervidly championed their views, that there was cause for excitement, and that words could not always be chosen with that care which sometimes we would have liked to see. We pen below the report of the proceedings, with such running comment of the proceedings attending them, which at the time we took down.

REPORT OF THE MEETING.

The annual meeting of the National Assembly was held at the Grand Union Hotel, on Monday, Feb. 17th. President Charles H. Luscomb in the chair, called the meeting to order at 11.30.

Names of members present and number of votes cast: Charles H. Luscomb, 1; James R. Dunn, 1; Sanford Lawton, 1; Abbot Bassett, 2; Charles S. Butler, 1; D. J. Post, 1; L. A. Miller, 1; T. W. Gillette, 1; Joseph Goodman, 1; George S. Atwater, 3; William A. Davis, 4; Albert Mott, 1; George F. Updegraff, 1; E. F. Le Cato, 4; Samuel T. Clark, 3; Wm. H. Emery, 4; A. W. Robinson, 1; J. S. Dean, 1; George A. Perkins, 1; B. A. Barber, 1; E. B. Pillsbury, 1 I. E. Moultrop, 1; J. B. Seward, 1; C. S. Howard, 1; Junius E. Beal, 4; W. M. Brewster, 4; Dr. G. Carleton Brown, 3; Dr. H. A. Benedict, 1; George C. Pennell, 1; W. S. Bull, 2; W. S. Jenkins, 1; George S. Bidwell, 2; C. W. Wood, 1; I. B. Potter, 1; E. J. Shriver, 1; F. P. Prial, 1; H. E. Raymond, 1; M. A. High, 2; T. J. Kirkpatrick, 4; A. E. Mergenthaler, 1; George Collister, 3; Frank C. Meyer, 3; Samuel A. Boyle, 2; D. K. Trimmer, 1; Henry Crowther, 2; Kirk Brown, 2; W. N. Seibert, 1; T. J. Lee, 1; J.J. Van Nort, 1; C. S. Davol, 3; G. L. Cooke, 4; James L Spiers, 3.

ANNUAL REPORT OF THE PRESIDENT FOR 1889-90.

President Luscomb then requested First Vice President Dunn to occupy the chair while he read his report, which we print below in full.:

In accordance with the provisions of Article 1, Section 1, of the By-Laws, the President here submits his annual report as follows:

This has been a year of action. Immediately after the election in February, 1889, consideration of the matter of road improvement was taken up by the President, in connection with the national Committee on Improvement of Highways, and the best methods of procedure, maturely discussed.

From the fact that the legislative season was so far advanced, progress in the direction of preparing bills for presentation was impracticable, and it was found to be entirely inexpedient to advance upon this line until the Legislatures of the several States should again convene.

In the meantime, the national committee prepared and published the Improvement of Highways pamphlet.

This was widely circulated and became a powerful factor in the line of educational progress.

Upon this subject the report of the committee will be found so complete that further reference to it in this report is unnecessary.

The first matter of importance arose upon the complaint of the Chief Consul of Massachusetts, relative to the uniform contract with Browning, King & Co., made by the committee heretofore appointed by the League.

After careful consideration and inquiry, the situation was met May 29th, 1889, by arranging that Browning, King & Co. should supply the L. A. W. cloth to any tailor sending the names and League numbers of members desiring suits made elsewhere.

This action and the action of the Executive Committee upon the complaint, was taken as far as possible in the line of the verbal contract previously made by the Uniform Committee, hitherto, appointed, with the L. A. W. tailors.

It was shortly thereafter so arranged that any Division might purchase the cloth through the L. A. W. Secretary, at mill prices.

The proposition to allow Divisions to appoint Division tailors was not favorably entertained, because under these circumstances no guarantee could be furnished the mills manufacturing the particular kind of cloth, that the product turned out would be taken up. This guarantee the mills required and Browning, King & Co. had given, carrying all surplus stock themselves.

The next matter presented was relative to the appointment by Divisions of certain wheeling publications as Division organs.

The objection was made by the publishers of the Bicycling World and L. A. W. Bulletin, with whom the national Execu-

tive Committee of a previous year had made a contract, and it was made against the designation of the *Wheel*, as the official organ of the New York Division. After much discussion the question was finally adjusted upon the basis of the exclusive rights of the national League organ.

Both the Division uniform and organ questions were submitted by the President to the Chief Consuls present at the tenth annual meet of the L. A. W. at Hagerstown, and by them considered at some length.

Early in April the President commenced preparations for the annual meet, and after correspondence with the Chief Consuls of several Divisions, the invitation of the Maryland Division was accepted, and a most successful gathering of the League held at Hagerstown July 3d, 4th and 5th.

Notwithstanding the impropitious weather, the meet was thoroughly enjoyable, all the plans contemplated were faithfully carried out, and the visitors departed deeply impressed with the hearty hospitality of our Maryland brethren.

Such meetings as this establish and promote fraternal relations among members of our organization, and are most pleasant recollections of mile stones in the journey of wheeling life.

The annual race meeting of the League held during the meet was a success in spite of most adverse indications.

In May, the transportation interest of wheelmen became seriously threatened by the action of the railroad companies in establishing a charge for wheels of twenty-five cents for all distances under one hundred miles, upon roads where they previously had been carried free. This matter was at once taken in hand, and by the immediate action of the Transportation Committee and Mr. Bidwell and Mr. Sheehan, with such additional assistance as they were able to command, the obnoxious rule was abrogated.

During the month, the resignation of the Chief Consul of Pennsylvania was received, and Mr. John J. Van Nort was appointed in his place.

Early in the month of October, the President, in conference with the national Improvement of Highways Committee, began the League movement to secure better roads by legislative action.

After correspondence with the members of the Executive, Rights and Privileges and Highway Improvement Committees, a conference was finally arranged in New York for December 7th, the only date at which almost every member could be present.

About November 6th the members of the Rights and Privileges Committee were requested by the President to prepare, each, three bills, for nine certain States designated, that the conference when it met might be prepared to take definite action upon matter already prepared. At about the same time the Chief Consuls of several Divisions, where legislation was considered feasible, were also asked to prepare and forward bills consistent with the existing road laws of their several States.

The returns were painfully meagre.

The Chairman of the Rights and Privileges Committee was prevented by his business engagements from preparing any bills or attending the meeting.

The third member of the committee had a bill of his own which he stated was incomplete, and when urged to action in the League interest became first vague and indefinite, and finally insubordinate and personally abusive.

The conditions indicated that the time would pass and New York be without a bill, and in this state of uncertainty, the member refusing to resign and allow another to do that which for some personal reason he would not do, the President removed him from office, because he did not propose that the forward movement of the great scheme of highway improvement should be checked or interfered with by any individual, as long as it was within the power of the Executive to direct the advance.

The correspondence in this matter the removed committeeman has distributed generously among the newspapers and publications, and it is presumed that the facts appearing therein are sufficiently set forth in the letters, and have been read by the members and are sufficiently understood.

No Chief Consul presented a bill for his State.

Consequently, when the conference met in New York, December 7th, they were without data, save such as the members of the conference brought with them, except that the New Jersey law passed last year, the Tryon bill which failed in Ohio, and the Road Superintendent bill which failed in Massachusetts, had been sent us for information.

The President cannot too strongly express his gratification at the good work accomplished by the conference, and is glad of this opportunity of reporting to the League at large the faithful and able efforts of the members of the Highway Improvement Committee, Dr. Butler, Dr. Share and Mr. Beal, and of Mr. Perkins and Mr. Cossum (appointed in place of Potter removed) of the Committee on Rights and Privileges.

This conference decided to memorialize the Governors of the several States, and to attempt legislation in New York, New Jersey, Massachusetts, Maryland, Ohio and Virginia, and Messrs. Perkins and Cossum at once commenced the preparation of a bill for New York. This bill, which is a most admirable arrangement of road laws for the securing of proper highways, has been introduced, and is now pending in the State Legislature.

Messrs. Perkins and Cossum have also gone personally into the States of Massachusetts, Penr ylvania, Maryland, Virginia, Ohio and Illinois, and have endeavored to advance the cause by personal interviews with members of the Legislatures and with influential citizens.

It is discouraging and unjust to the League and the prosecution of its aims and objects. It is unworthy the cause, and is a matter that behooves the National Assembly to well consider and determine whether, when its Constitution declares certain national committees for specified purposes, this is a mere ornamental creation, and whether the committees so selected are charged within their scope with general consideration of the object of the League wherever it exists, or may only be heard and permitted to act when a Chief Consul happens to be complaisant.

If this latter be the accepted judgment, the reason for a national League is gone, and each State may be supreme within its own borders. Upon this basis the large Divisions may succeed, but the national unity is gone, and the smaller Divisions and States must be carelessly abandoned to their fate.

The President deems it necessary to present this condition of affairs as it stands, and without any attempt at explanation or extenuation, that the League may not proceed upon the matter of road improvement with any undisclosed pitfalls which the present administration has been able to locate, and to the end that it may have full knowledge of past experience for its guidance in the future.

During the month of January, a meeting of the Racing Board was held in Chicago, at which all members of the committee were present, and action of unusual importance taken. The work of this Board will be presented in their report for your action.

The effect of the "racing expenses" rule upon our relations with the Amateur Athletic Union is a matter to which the National Assembly should give its closest attention and best judgment, as it may concern our friendly status with that large and influential sister organization.

During the year changes have been made in the national committees ss follows:

Mr. Mealey, of Maryland, Chairman of Membership Committee, vice Jessup, resigned.

Mr. Pennell, of New Jersey, member of Membership Committee, vice Mealey, appointed Chairman.

Mr. Cossum, of New York, member Rights and Privileges Committee, vice Potter, removed,

Mr. Bridgman, of Illinois, member of Racing Board, vice Smyth, resigned.

Chief Consuls have been appointed as follows:

Mr. Hartwell in Colorado, Mr. Merrihew in Delaware, Mr. Hearsey in Indiana, Mr. Clarke in Nebraska, Mr. McMaster in New Hampshire, Mr. Moore in Wisconsin, Mr. Arbuckle in Texas, Mr. White in Virginia, Mr. Irwin in West Virginia.

In two cases, Louisiana and Wisconsin, a request has been made that the President appoint Vice Consuls, for Divisions which were subdivisions with less than one hundred members at the time provided in the Constitution and By-Laws for the annual election.

In both cases the President has made appointments, subject to confirmation by the National Assembly, for the reason that the officers so appointed become by such appointment members of this body.

The attention of this assembly is also called to another matter which seems to warrant some consideration, namely the status of ex-Presidents in the national body.

By the present laws, a retiring President if not a Chief Consul or a delegate elected, may cease to be a member of the Assembly before its meeting has concluded, by the election of his successor, and so deprived of a vote in their deliberations.

From his knowledge of past Presidents of the L. A. W., the undersigned believes that the League would benefit materially from their experience, and would recommend a measure whereby their services could be secured by continuing them permanently as members of the National Assembly after the expiration of their term of office.

CHARLES H. LUSCOMB,
President of the League of American Wheelmen.

New York, February 17, 1889.

The report was received, and laid upon the table for acceptance or rejection at a later time in the meeting. In the afternoon session the report was rejected by a vote of 69 to 18.

REPORT OF THE TREASURER.

Treasurer Brewster then presented his report, which was read by Secretary Bassett, and was as follows:

Following is report of the transactions of the Treasurer's office since the date of my last report, viz.:

Balance on hand Feb. 18th, 1889,	$336.00	
Received from the Secretary,	3,000.00	
Received from the Minnesota Division,	28.75	
Received from the Maryland Division,	100 00	
Received from the Keystone Club, Pittsburg,	25.00	
Received from the Bicycling World,	300.00	
Received from miscellaneous	7.50	
		$3,797.25
I have paid out on bills duly approved by the Executive Committee, as per detailed statement herewith,		$1,909 84
Balance on hand,		$1,887.31

Very respectfully submitted, W. M. BREWSTER,
St. Louis, Feb. 15th, 1890. Treasurer.

This also was reserved for future action at a later time in the meeting, and in the afternoon session was accepted. Secretary Bassett then read his report, which was listened to with great interest, and which we print in full below.

SECRETARY'S REPORT.

THE swiftly-speeding whirligig of time has once more brought us face to face with a "never-did-so-well-before," and we will hardly hesitate to smile the sweet smile of satisfaction while we cordially greet the record of a membership aggregating 12,500, accompanied as it is with the prospect of a much larger number when the books shall be closed at the end of the year. In a multitude of wheelmen there is wisdom, and we may therefore congratulate ourselves that we were never so wise before, nor so well fitted to offer the inducements of membership to the few solitary wheelmen who continue to flock alone in spite of the fact that they can in this way gather no moss. One year ago we had 12,100 members and the total of the year was 12,193. We give below a table of membership:

MEMBERSHIP, FEBRUARY 14, 1890.

California	441	Vermont	37
Colorado	51	Virginia	85
Connecticut	742	West Virginia	64
Delaware	55	Wisconsin	109
District of Columbia	188	Alabama	13
Illinois	916	Arizona	10
Indiana	143	Arkansas	5
Iowa	142	Dakota	10
Kansas	136	Florida	20
Kentucky	108	Georgia	9
Louisiana	103	Idaho	1
Maine	160	Mississippi	12
Maryland	533	Montana	6
Massachusetts	1644	Nevada	19
Michigan	839	New Mexico	8
Minnesota	132	North Carolina	3
Missouri	347	Oregon	1
Nebraska	100	South Carolina	5
New Hampshire	71	Utah	12
New Jersey	627	Washington	4
New York	2154	Wyoming	3
Ohio	858	Bermuda	1
Pennsylvania	1460	Canada	13
Rhode Island	350	England	4
Tennessee	101	Nova Scotia	5
Texas	40		
			12,500

The first ten divisions in point of numerical strength rank as shown below. Missouri has since last year taken leave and Michigan now enters the ranks and takes ninth place.

1887.		1888.		1889.	
New York,	2317	New York,	2467	New York,	2154
Pennsylvania,	1730	Pennsylvania,	1476	Massachusetts,	1644
Massachusetts,	1328	Massachusetts,	1236	Pennsylvania,	1460
Ohio,	940	Ohio,	946	Illinois,	916
New Jersey,	865	Illinois,	756	Ohio,	858
Connecticut,	642	New Jersey,	742	Connecticut,	742
Illinois,	635	Connecticut,	471	New Jersey,	627
Missouri,	368	Maryland,	465	Maryland,	533
California,	344	California,	401	Michigan,	439
Maryland,	289	Missouri,	361	California,	441

The ladies lend us their sweet influences, grace our organization and swell our numbers by 171. Massachusetts leads this list with thirty-five and New York stands second with twenty-four.

LADY MEMBERS.

California	3	Missouri	7
Connecticut	3	New Jersey	17
District of Columbia	9	New York	24
Illinois	8	Ohio	7
Iowa	3	Pennsylvania	16
Kansas	1	Rhode Island	16
Louisiana	2	Wisconsin	3
Maine	1	Florida	1
Maryland	3	Georgia	1
Massachusetts	35		
Michigan	10	Total	171
Minnesota	1		

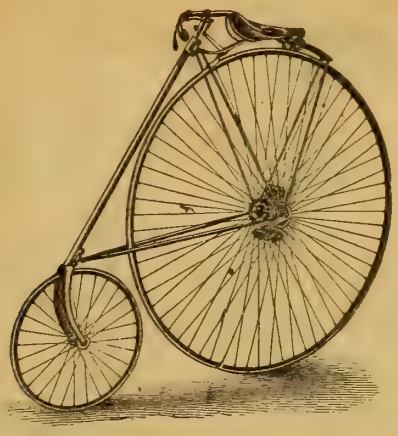
Our income from memberships has been $16,701; that of the entire year preceding this was $14,610 50. Excess in favor of our yet incomplete year, $2090.50. Of the sum collected $10,342.50 has been distributed to thirty State Divisions; and $6358.50 has been retained by the National organization. The ticket holders have paid a profit of $90 and we have on hand a stock of these valued at $40. Have received for duplicate tickets, $4.50. Total income to date, counting $300 due from the BICYCLING WORLD Co., March 1st, $17,095.50. Instituting a comparison, let me call your attention to the fact that the Cyclist's Touring Club, of England, an international organization having members in all parts of the world, enrolled last year 21,365 members, or 8865 more than did the L. A. W., and yet the income from this very large membership was less by $2249 85 than that which we have enjoyed to date in the present year.

An important work of the year in the Secretary's office has been that of renumbering the membership list. This has been done at no little expense of time and energy, but the results are most satisfactory. Previous Secretaries have not numbered members in regular sequence nor with any system but have gone back from time to time to pick up numbers left unemployed by reason of the departure of those to whom they were originally assigned

The result of this has been that the numbers now held carry no meaning with them, nor do they indicate in any certain way the length of time a person has been a member. Many numbers less than one hundred were given out after the League had seen three years of life, while many of those who joined the League at Newport hold numbers much larger. The grand total means nothing for we now score as a total 26,224, which is about 10,000 less than the number of members that have been enrolled.

I have shaken the members up as in a dice box, tagged each name with the date of entrance, and arranged them in regular sequence by date. At the time of organization, 1880, the League founders adopted a scheme of numbering which was long since abandoned, but I have put it in practice again. It was voted to reserve the first hundred numbers for the officers of the League, and to begin the enumeration with 101. Resuming this scheme, I have arranged according to seniority all those who have been executive officers, and are with us to-day, and numbered them from one upwards. In future a number will have a meaning of value. Those who hold numbers less than one hundred will be known to have held an executive office, and in no case, except the one just mentioned, will one member be able to exhibit a lower number than another, unless he can boast an earlier date of entrance. The executive list employs thirty-three members. Of the 1558 members who joined the first year, but 95 now remain on the rolls. The first ten thousand numbers shrink to 2380, and of the 10,264 members who were with us when your Secretary was elected in January, 1887, but 3306 remain. Chance and change are just as busy as ever, and though men may come and men may go the League rolls on forever.

Our contract with the BICYCLING WORLD Co. allows us to use space for standing notices and two pages of the paper each week, with the understanding that we shall pay for all space used in excess of this. In previous years this space was ample for all our demands, in fact so ample that the Secretary was sble to do a little talking, and preach a few sermons to the members. The past year has seen a marked increase in the volume of notices published. So much work has been done and so much material has been evolved from this work, that we have used three pages per week, on an average, and the Secretary has been bottled up. Can you wonder if he relieves himself at your expense at this time? It should be said to the credit of the BICYCLING WORLD Co., that they have continued to smile and smile, nor be unwilling, while we have encroached beyond our borders, and that they will make no charge for extra space though we have taken what would bring them $2000 at advertising rates.



What are the Advantages of the Eagle?

THESE ARE A FEW OF ITS ADVANTAGES:

It runs easier and is propelled with less exertion than any other bicycle in the world.

The weight of the rider being carried almost entirely upon one large wheel, the friction to be overcome in running is reduced to the smallest amount possible.

Every ounce of the rider's weight can be applied in propelling the machine.

It is easier for the rider in riding long distances, as his weight can be alternated from the saddle to the pedals.

The rider is in position to stand at any time upon the pedals and neutralize all jolts with his knees and ankles, which are far superior to any spring frame and much more durable.

It is an excellent hill climber, also safe and easy to control in coasting.

It can be turned in less space and stopped more quickly than other machines.

It is safe from headers.

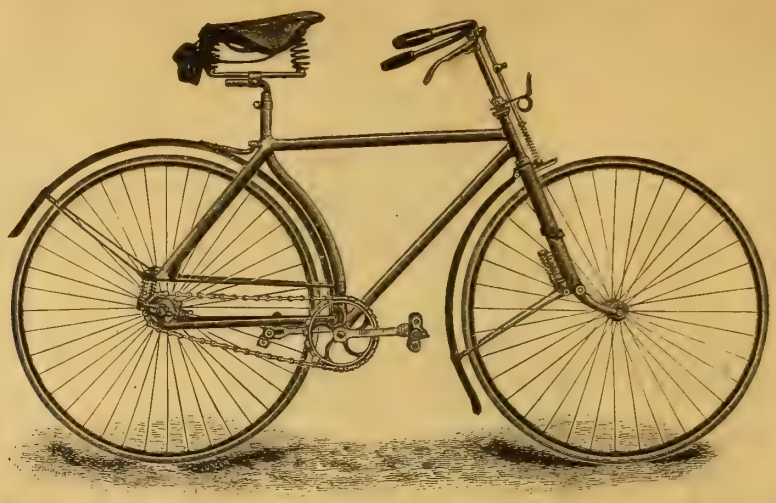
It is noted for its excellent workmanship, and the material used in its construction is the best that can be bought.

NEW CATALOGUE FOR 1890 WILL BE READY FEB. 20th.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

FEET. **FEET.**



SWIFT SAFETY, (MODEL A), SPRING FRAME

takes away all vibration from the body, especially the Feet.
Light and Strong, weighing 40 lbs. complete, with 3-4 inch hollow rims.
Parts Interchangeable, and always on hand.
Special light tempered roller chain. CATALOGUE FREE.

COVENTRY MACHINISTS' CO., Boston, Mass.

Attention, New England!

We Have Established a

New England Branch House

At 178 COLUMBUS AVENUE, BOSTON, and all agents in the States of Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire and Maine will send orders and settle all accounts there, instead of to the factory. All points outside this section will be taken care of by the factory direct, as heretofore.

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N. B.—We also wish to inform our Agents that we have the sole agency for the **Merritt Type Writer** in the States above named, and the business is entirely conducted by our New England Branch House.

On the whole the League was never in better condition, financially and numerically, never before so hard at work in the interest of cycling, never before so well known to the world as an active, and wide-awake organization, never before possessed of such a competent and enthusiastic body of Division officials, and never before has a membership been of more value. Our membership is rapidly increasing, and increased numbers means an increase of labor and his results. We should not be satisfied, however, until every wheelman follows the example of the birds who are of one feather, and we should continue to gather them in while the daylight lasts, not forgetting that the night cometh, and into that we can put a good deal of work, if, bee-like, we improve the shining hours as they pass. ABBOT BASSETT, Secretary.

This report was also received, and at the afternoon session accepted.

The Executive Committee here reported through the Secretary that of the $500 appropriated for the Special Committee on Road Legislation, all but $179.23 had been expended. Report accepted.

REPORT OF THE RIGHTS AND PRIVILEGES COMMITTEE.

Secretary Bassett then read the report of the National Rights and Privileges Committee, which was as follows:

Charles H. Luscumb, President League of American Wheelmen:

Your committee on Rights and Privileges beg leave to submit the following brief report of the matters which have come within the purview of its duties during the past year.

Two questions as to the construction of municipal ordinances have been submitted to the committee. Owing to the fact that only the substance, and not the letter of the ordinances in question was set forth, the replies of the chairman were general in character. In each case, however, after discussing the questions with reference to the principles involved, he requested that, if the answers were not sufficiently explicit, and further information and advice were desired, he be furnished with copies of the ordinances. No further information or advice was asked concerning them.

Eighteen cases of actions for damages by or against wheelmen have been submitted for advice. All these cases involved the question of the rights of wheelmen upon the public highways. In many instances the facts showed a total disregard of these rights by the owners and drivers of vehicles other than bicycles, and, in some cases, a decided prejudice on the part of magistrates and urymen against wheels and wheelmen. In two cases only has financial aid been asked of the League.

The request of the Kansas Division for assistance in testing the validity of a city ordinance of Topeka, Kansas, prohibiting the riding of bicycles over a certain bridge within the limits of the city, was granted. That case is pending, on appeal to the Supreme Court.

The Tennessee Division asked and was granted, subject to the direction, supervision, and approval, in some particulars, of the chairman of the Rights and Privileges Committee, pecuniary aid in conducting a suit for damages between a member of the Tennessee Division and the owner of a team of horses. This case is still pending.

The General Assembly of Missouri had under consideration at its last session, a bill of which the following is a copy:

"Section 1. It shall hereafter be unlawful for any person or persons to run, or to engage in any, race, mountcd on any vehicle usually called velocipede or bicycle, on any highway or public road, in any of the counties, outside of any city limits in the State, and all persons traveling by the use of such a vehicle upon any such highways or roads, on meeting any such person or persons, on horses or mules, or in vehicles of any kind drawn by such animals shall come to a halt at a distance of one hundred yards from the place on such highway or road where said person or persons on horses or mules or in vehicles drawn by horses or mules are met, to dismount from the velocipede or bicycle and remain so until said persons on horses or mules or in vehicles drawn by such animals, have passed a distance of twenty-five yerds.

Sec. 2. Any person or persons violating the preceding section shall be guilty of a misdemeanor, and shall, upon conviction thereof, be fined in any sum not less than ten nor more than one hundred dollars, and shall moreover be liable to other persons who may have sustained damages by reason of frightening or running away of horses or mules, to be recovered by civil action in any court having jurisdiction."

W. M. Brewster, Chief Consul of Missouri, and the chairman of your committee, with the enthusiastic co-operation of the League members in Missouri, not only defeated the adoption of this bill, but prevented the enactment of any law on the subject.

In the month of November last President Luscomb called a joint meeting of the Executive, the Rights and Privileges and the Highway Improvements Committees, to convene in New York, about the first of December. In his letters to the Chairman of the Rights and Privileges Committee, and to Mr. Isaac B. Potter, a member of that committee, he also requested them to prepare drafts of bills for introduction in the several States by him named, in accordance with the laws of such States. Neither the Chairman nor Mr. Potter was, owing to the press of other duties and business, able to comply with these requests, and so wrote the President. After further correspondence relating to this matter, President Luscomb wrote Mr. Potter a letter ending with these words: "I hereby remove you from the National Committee on Rights and Privileges."

A copy of all the correspondence between President Luscomb and Mr. Potter in relation to this matter is herewith submitted.

The Chairman on the Committee on Rights and Privileges was never requested to call together the members of that committee, nor did he ever so call them. Mr. Potter never failed to promptly perform any work requested of him by the Chairman of that committee; but, on the contrary, has promptly, and even generously, responded to every request or suggestion of the Chairman.

In view of the facts in this case, your committee report that, in their deliberate judgment, there existed no cause for the so-called removal of Mr. Potter from the committee, and that, if cause had existed, the President had no power to "remove" him; and that the action of the President in this matter was, therefore, not only ill-advised, unwarranted and unjust, but was usurpatory, without authority, and hence, void and of no legal effect.

The only well considered and carefully prepared bill looking to the improvement of highways which has come to the notice of the Chairman of your committee, is the bill known as "The New York Highways Improvement Bill," to the preparation of which Mr. Isaac B. Potter, a member of your committee, has given much time, careful thought and dilligent research. When the provisions of this bill shall become a law in the several States, and shall be enforced, the question of how to obtain and maintain good roads will have been solved.

The Chairman of your committee, not having been able to attend the joint meeting of the committees hereinbefore mentioned, and his request for a synopsis of the work of the committee not having been complied with by the President, he has no opinion to offer upon the character of the work done at that meeting. He sincerely trusts, however, that it may result in much good to the League.

Many copies of the "Court Decision, Legal Opinions, etc.," issued by the League, have been requested of, and furnished by, the committee during the past year; and, judging from the tone of many of the letters received, they have accomplished much good, in enabling wheelmen to better present their cases before the courts.

With assurance of our continued fealty to the League of American Wheelmen, and of our strong desire for its increased prosperity, this report is respectfully submitted.

February 15, 1890. A. MOORE BERRY, Chairman.
ISAAC B. POTTER.

Same was received, and action as to its acceptance was deferred until later; in the afternoon session this report was accepted by a vote of 60 to 20.

REPORT OF MESSRS. PERKINS AND COSSUM,

Mr. Perkins then read the report of the Special Committee appointed Dec. 7, 1889, to promote legislation in various States. Final action of the report was deferred, as in other cases, but as no action was taken later in the day on this report, it appears in this report of ours.

The Special Committee appointed Dec. 7, 1889, to promote legislation in various States.

By direction of President Luscomb the Executive Committee, the Committee on Improvement of Highways and the Committee on Rights and Privileges were notified to meet at 280 Broadway, New York, on Dec. 7, 1889, to consider the best, most expedient and judicious way to bring about legislation in several of the States for the improvement of highways. The Chief Consuls of the States were invited to attend and assist in the discussion. The three committees were all present with the exception of Mr. Berry, of St. Louis, Chairman of the Committee on Rights and Privileges. Mr. Brown, Chief Consul of New Jersey, was the only Chief Consul present. The meeting was called to order at 10 A. M., President Luscomb in the chair. The object of the conference was clearly stated, and various methods and plans were discussed during the day.

A very clear and full report was made by Dr. Butler, Chairman of the Committee of Improvement of Highways. After considerable discussion, entered into by nearly all, it was unanimously voted that it was wise to proceed in each of the States in which the Legislature met this winter. It was ascertained that this included New York, Massachusetts, Virginia, Maryland and Ohio. It was voted that Messrs. Perkins and Cossum be a committee to draft bills, present them and see that they were prosecuted, etc. At the suggestion of Mr. Perkins, it was voted that, as Massachusetts was active and doing good work, that it would be well to leave the State for the Division to look after, and Mr. Perkins was directed to see that the Division properly prosecuted the work, and to render all the assistance that he deemed necessary.

Mr. Perkins at once notified Mr. Emery, the Chief Consul of Massachusetts, of the action of the conference, and was immediately told to keep his hands off and do nothing, as the Chief Consul protested against the National Committee doing anything. Nothing further was done by the National Committee in Massachusetts, except to present a memorial carefully drawn by Dr. Butler to the Governor of Massachutetts, and asking him to recommend in his message, suitable legislation, which the Governor did. Further than this the committe has taken no action in Massachusetts, although ready so to do if requested.

At the conference the question of proceeding in New York State, knowing that Mr. Potter and others objected, was considered, and Mr. Cossum waited on Mr. Potter, invited him to attend the conference, and if he had a bill ready, and if so, if he objected to its being read. Mr. Potter declined to attend the conference, said that his bill was not ready, and declined to hear it read.

After this report of Mr. Cossum, the conference unanimously voted that a bill should be presented in New York by the National Committee to the Legislature. Messrs. Perkins and Cossum were requested to, if possible, visit the several States and personally attend to the prosecuting of bills, etc.

Messrs. Perkins and Cossum, well aware of the opposition and criticism taking place, met several times, and after much labor drafted a bill for New York, which has been presented to the Legislature. A hearing had by the Committee on Ways and Means in Albany, at which Messrs. Perkins and Cossum were present, and is now in the hands of a sub-committee of the Ways and Means Committee being carefully considered.

This committee visited Maryland, conferred with the Maryland Division officials, who heartily co-operated, conferred with various State officials, and are pleased to say that a bill is now ready by the Maryland Division to be presented to the Maryland Legislature.

Mr. Cossum, of the committee, visited Ohio, and after seeing various State officials, reports that Ohio is now ripe for the question.

Mr. Perkins visited Virginia, waited upon the Governor and State officials, found them all in accord with him, and has so reported to Mr. White, Chief Consul of Virginia, requesting him to at once proceed and present a bill, offering to render any assistance possible.

This committee has been in constant communication with President Luscomb, who is in hearty accord with its labors, as is also Dr. Butler, who has rendered valuable service to the committee, for which it takes this opportunity to express its appreciation.

This committee begs leave to say that with the exception of New York it has in no way interfered with the plans of any division, but has stood ready to assist and co-operate at all times. Mr. Perkins attended the convention at Pennsylvania, as has been seen in the L. A. W. Bulletin.

In making this report we feel that the plan of legislation as inaugurated by President Luscomb should be continued, and we believe can in a short time be successfully accomplished.

In spite of adverse criticism and opposition, we hope and trust that every one will enter into this subject unprejudiced and without any feeling, and endeavor to accomplish the desired end. The L. A. W. should seek to keep in the van of this movement, as the subject undoubtedly emanated from it. We believe that it is a great question deserving of careful consideration, and we are pleased to be able to report that the movement is being taken up by other organizations and the press. It is bound to come, so let us work hard to accomplish what is now fairly on the road to success.

Respectfully submitted,

Geo. A. Perkins,
For the Committee.

Grand Union Hotel, New York, Feb. 17, 1890.

REPORT OF THE COMMITTEE ON RULES AND REGULATIONS.

Dr. Emery on Rules and Regulations read the following report:

To the National Assembly L. A. W.:

Your Committee on Rules and Regulations would respectfully report that no business requiring action has been referred to them during the past year.

The only amendment to the by-laws offered for action at this meeting is that relating to the appointment of "State Tailors" in those divisions desiring to do so.

This amendment being for the interest of our members, should be adopted. Respectfully submitted.

William H. Emery,
C. L. Brockway,
W. A. Davis,
Committee on Rules and Regulations.

New York, Feb. 17, 1890.

Received, and action deferred, but in the afternoon session it was accepted.

REPORT OF COMMITTEE ON IMPROVEMENT OF HIGHWAYS.

Dr. Butler then read the following exhaustive report from the Roads Improvement Committee. While quite lengthy, it is a report which should be carefully read by every one interested in the matter of Roads Improvement. It was ably written, and the reading of it was listened to with the greatest interest by all members present.

Mr. President and Gentlemen:

Improvement of highways is a subject of great and peculiar interest, and we regret that the time properly allotted this committee will admit of only the briefest outline of our work.

The year began with scarcely a ray of interest anywhere desirable for the movement in behalf of improved public highways about to sweep over the country. There was no perceptible evidence of special interest in the subject beyond the fact that the League had declared that the special object of its existence was "to improve the public highways."

The first duty of your committee was to ascertain to what extent the League was really interested in this work, and to find out how far it could be relied upon to execute the plans that might be developed. Our efforts in this direction were not, however, reassuring, for we very soon discoverd that our greatest task would be in arousing the mass of our members not only up to a desire for good roads, but to an appreciation of the efforts necessary to secure them.

In this we have not met with the most gratifying success, and with the present temper of some of the Divisions, is not promising for the future. This is the more to be regretted, as the grand opportunity of leading in this great movement is rapidly and certainly passing to other organizations than our own.

The plan which first presented itself to your committee—as at once simple and direct—embraced the publication of matters bearing upon the economics of high class roads, their construction and repair in a thoroughly scientific reliable manner; a careful study of the laws of the various States and of Europe, governing road construction and repair; the best lines upon which to construct the legislation necessary to bring about the desired changes and the bringing into harmony with the League, all influences outside that body, which might in any way contribute towards our success. Upon this plan briefly stated, your committee began its work, and the results are surprising and gratifying beyond our highest expectations.

That the League did not misjudge the times when it entered upon a crusade for good roads, and that it did not engage in this work any too soon, is evident from the fact that the "American Economic Association" had already given the subject some attention; that the Society of Engineers of Western Pennsylvania was just organizing, a society whose labors in behalf of good roads are not surpassed by any other in the country; a road Congress being held in Georgia, for the purpose of preparing legislation having for its object the construction and maintenance of high class roads; in Indiana mass meetings were being held in different parts of the State to discuss the best methods of improving their highways, while in Maryland, New Jersey, Connecticut, Ohio, Illinois and Missouri grangers, or other societies of like character, were discussing through the long winter evenings, the economics of good roads, and thus unwittingly laying the foundations for the agitation of this great movement so soon to sweep over our land.

To establish communication with these varied and widespread influences was a difficult though an agreeable task, for the heartiness with which any effort having for its object improvement in the public highways was received by them was both pleasant and reassuring. This great stream of popular enthusiasm and influ-

ence with its increased volume and accelerated power, has been, to a very large degree, turned to the support of our work, so that to-day the power, force and character of this whole movement is in outside organizations, directed into the channels of the League of American Wheelmen.

It was also agreeable to discover that various institutions of learning throughout the country, especially the State universities, were beginning to interest themselves in this subject. Some of them, Vanderbilt and Trinity, had gone so far as to prepare special courses of study in scientific road building, which were free to students desirous of preparing themselves in this line of engineering. The institutions giving the most attention to this subject, are the Columbia College, New York; Johns Hopkins University, of Baltimore; Indiana University, of Bloomington, Ind.; Vanderbilt University, Nashville, Tenn.; Trinity College, Randolph Co., N. C.; and the Pennsylvania University; while Harvard University and Amherst College have given the matter some attention. The Pennsylvania University has gone so far as to offer a series of four prizes, for the best essays upon the economic advantages of good roads, which is to be followed by another series of prizes for the best essays upon the engineering problems involved in their construction.

With these institutions we have been in constant correspondence, and the assistance given us by Prof. J. W. Jenks, of the Indiana University, Prof. R. T. Ely of Johns Hopkins University, and Prof. Connors of the same institution, by Prof. Lewis M. Haupt of Pennsylvania University and Prof. N. S. Shaler of Harvard College, have been especially valuable. But from no one have we received greater assistance than from Wm. H. Rhawn, Esq., of Philadelphia, a banker, a philanthropist, and, above all, a public spirited gentlemen. W. H. Rhawn is probably doing more at the present time for improvement of highways than any other single individual in the country.

It would be both pleasant and interesting, did time permit, to speak of the encouragement and assistance given us in our work by Secretary Rush, of the Department of Agriculture at Washington, by the Governors of New York, Pennsylvania, Rhode Island, Massachusetts, Maryland, Virginia and Ohio, as well as W. Churchill Oastler, civil engineer, and Frederick Bronson, Esq., Hon. John Jay, Mr. James Wood, Mr. Stirges and Mr. Kisco, of New York City.

These gentlemen, with scores of others we might mention, are deeply interested with us in this great question, and are to-day giving the movement in behalf of good roads such valuable support as to portend the most desirable results for the future. It is also gratifying to note the interest taken in this work by some of our largest railway corporations, and from correspondence we are satisfied that the movement, if properly conducted, will receive their encouragement and support.

The American Economic Association, the National Carriage Builders' Association, the American Horsemen's Association, the Farmers' Alliance, the State Agricultural Societies and Coaching Clubs are also ready to join the League in its crusade for better roads. Indeed there is scarcely a direction in which we may turn and not find the most willing and earnest response to our request for assistance in carrying on this beneficent work, so that the League has but to present and maintain a united effort, freed from all petty strifes and personal jealousies, to be enabled to maintain its proud position as leader in this great movement.

Probably the most valuable work of your committee during the year has been the preparation and publication of the little book entitled "Improvement of Highways." This work was immediately undertaken upon receiving our appointments, and after two months of unremitting and exhausting labor, the first edition of 15,000 copies was issued. The book has received the highest commendations from all classes of our citizens, newspaper editors, engineers, professors of universities, bankers and farmers have all united in pronouncing it the best work of the kind yet published. But one adverse criticism upon the book has yet reached the committee, and that, strange to say, was from a member of this body and a supposed wheelman. So great has been the demand for this little work, and so widely has been its circulation that the first edition is practically exhausted, and a second edition of 20,000 copies is now being published.

In entering upon the work of improvement of highways, your committee felt that whatever financial benefits might grow out of it, would naturally accrue to pavement companies, to road construction companies and bicycle manufacturers and dealers, and it was believed that with a fair understanding and appreciation of what we were doing, they would be willing to share with us the financial burdens of the expense necessary to print and circulate such literature as would educate the people up to a desire for good roads. With these ends in view, correspondence was entered into, with the Barber Asphalt Paving Co., the International Paving Co., the Pope Mfg. Co., and they were found to be not only willing but anxious to contribute to this work; as was also the Warren-Scharf Pavement Co., the Standard Bicycle Co., and a private citizen, Frederick Bronson, Esq., No. 76 Wall street, New York, so that we shall be able to publish and circulate two editions of this valuable little work by voluntary contributions.

Thirty-five thousand copies of Improvement of Highways printed and circulated at a total cost of $1000, and without a cent of expense to the League, is a work no future committee could be reasonably expected to undertake.

In addition to this we have arranged with the American Press Association, 32 Vesey street, New York, for the publication of a page upon improvement of highways, in six instalments, each a column in length, with one or more cuts; also with A. N. Kellogg Newspaper Co., 363 Dearborn street, Chicago, Ill., for the publication of almost any amount of such matter as may be prepared and sent to them on the subject of highways improvement. These companies prepare the matter in "plate," when it is sent out to one hundred and thirty or more thousand weekly country papers. This insures the circulation over a wide territory of an immense amount of information, and is an opening through which the League, or more properly the Division may carry on the work of educating the masses without expense, except in the preparation of the material.

In the special work of the committee, that of "memorializing" several Governors of States with regard to this movement, was the most important. The matter was undertaken as the result of the Roads Improvement Conference held in New York on the 7th of December last, and though there was but little time and no previous consideration had been given to the subject, the memorial was prepared and sent to five Governors of five different States, with excellent results. Your committee would recommend that the Divisions be urged to undertake this work for the coming year, backing up the memorial with petitions, etc., that their efforts may be the more effective.

Early in January last the Chairman of this committee received a letter from a gentleman in New York, requesting him to meet with representatives from the New York State Agricultural Society, the New York Coaching Club, the New York Farmers, and other societies of like character, for the purpose of discussing and formulating amendments to the statutes of the State for improving the public highways.

In accepting the invitation, a copy of the bill prepared by the Rights and Privileges Committee of the League, was placed in the hands of gentlemen writing him. On the 9th inst. he was informed that the meeting had been arranged for Friday, the 14th inst., at No. 5 Washington place, N. Y. This was held with the Hon. John Jay, President of the New York Coaching Club; Mr. James Wood, President of the New York State Agricultural Society; Mr. Frederick Bronson, representing the New York Farmers; a Mr. Sturgis by proxy, President Luscomb, Mr. Cossum and myself in attendance.

Mr. Jay was made Chairman of the conference, and President Luscomb Secretary.

The bill prepared by the Rights and Privileges Committee of the League was taken up for consideration and was discussed section by section, and with a few suggestions of improvement and amendments, principally by Mr. Cossum, it was unanimously decided to support the bill, and advocate its passage by the several associations represented at the conference.

This brings to the support of the League improvement of highways in this State influence for good which cannot be estimated, and which gives us reasonable grounds to hope for ultimate success. The report of this conference is given, as it discloses the character and standing of the influences brought to the support of the work, and emphasizes what has already been stated, that the League has but to place this matter upon the plane of a high economic and beneficent reform, freed from petty strife and personal jealousies, to lead the grandest reformation ever witnessed in this country, the struggle for independence and the abolition of slavery alone excepted.

The subject of legislation, which at the present time is the most important matter for consideration, has received careful and earnest attention from your committee. The laws of the different States in relation to making and mending roads have been examined and compared. Many of the States were found to have no general laws, each county, town or borough being governed by special acts. In others general laws had been enacted but nowhere enforced; while in all the States legislation was found to be ineffective, in that it everywhere contained—New Jersey alone excepted—the antiquated and vicious method of "working out the road tax."

To bring order and effectiveness out of this great mass of unwise legislation, and to place upon the statute books of the States laws which shall begin a uniform system of scientific road construction

and repair, is the question which should engage our most serious attention.

It is a difficult problem, and one that has confronted every scientific and economic writer upon Roads Improvement. Thus far all attempts to solve it, even theoretically, have failed.

It is not enough—indeed it is a question if it does not still further complicate the difficulty—for Massachusetts to adopt a law creating a Superintendent of Highways and Bridges, or for New York to pass an act providing for a commission and a certain amount compulsory highway construction annually, or for Maryland, Pennsylvania, Ohio or Missouri to provide for still other systems.

That this reform may be thorough and permanent, there must be harmony in legislation, and unity in aim and purpose. No State can enact a law for the improvement of the highways, with sole reference to her own desires, without doing violence to the great fundamental principles underlying this whole question of legislation.

When in 1760, England first began an agitation for the improvement of her highways, the chief cause of their badness was found to be in the defectiveness of the laws.

Every parish was bound to repair the highways passing through it. The peasantry were forced to give their gratuitous labor six days in the year; if this was not sufficient, hired labor was employed, and the expenses met by a parochial assessment. The markets were often inaccessible during several months of the year. The fruits of the earth were suffered to rot in one place, while in another, distant only a few miles, the supply fell far short of the demands. The badness of their roads would seem to us incredible, if we did not have in this nineteenth century their exact counterpart in our own country.

History tells us that towards the close of the century Lord Campbell rode the journey from Edinburgh to London in three days and nights. But judicious friends warned him of the dangers of the undertaking, and told him that several persons who had been so rash as to attempt it had actually died from the mere rapidity of the motion!

To overcome this barbarous condition of the roads, in about 1760 the first law was passed, which in general scope, however, affected only particular parishes; similar ones were passed for other parishes, and so on till finally, between 1760 and 1773—thirteen years—England enacted no less than 452 laws for the improvement of highways. Yet with all this great mass of legislation there was but little progress, and it was not until a law was finally passed providing for a uniform system of construction and repair, that anything like substantial and permanent results followed; so that to-day one is able to traverse England from one end to the other over a uniform system of scientific macadam and Telford roads, not equalled in any other country of the globe except in France and Scotland.

If we were to go into Maryland, Pennsylvania, Ohio or Missouri and examine closely the laws of the present system, we should find them not unlike the laws of England prior to 1775. Counties as regards road construction and repair, are governed by special acts, each having its own laws, its own officials, its own system, so that in passing from county to county, as many different kinds of roads —except good roads—may be encountered as there are counties within the State.

If there is any one thing upon which statesmen, engineers, economic writers, farmers, and, I believe, wheelmen, are agreed, it is that any law to be effective in securing permanent improvement in the public highways of a State, it must first of all abolish this local or county system, and place the whole matter in the hands of a State superintendent, who shall also be a civil engineer, so that a uniform system of construction and repair may be established and maintained throughout the entire State. That is the principle, and now let us apply it to the States, which in their several relations to one another are not unlike the counties, and how does your Superintendent of Highways and Bridges of Massachusetts, or your triple headed commission with compulsory road construction of New York effect the problem?

Take another illustration: New York and Pennsylvania are divided for the most part by an imaginary boundary; the highways of New York dip down into Pennsylvania, and the highways of Pennsylvania cross over into New York; New York has a system of road construction and repair brought into existence by the enactment of a law solely with reference to her own desires; Pennsylvania has another and quite different system; New York constructed her macadam roads to the imaginary line; Pennsylvania begins her Telford pavement where New York leaves off, and carries it on until the the road recrosses into New York, when macadam is again taken up, and so on.

Now it is plain of demonstration, that with each State enacting laws for the improvement of the public highways, with sole reference to its own desires, and with no regard for the needs of the other States, that you will have the same condition of affairs, only in a slightly different form, as that in Maryland, Pennsylvania, Ohio and Missouri of to-day.

No, gentlemen, what is needed is a law in the several States, which shall contain the same general characteristics, and which shall provide a uniform system of construction and repair, so far as the peculiar conditions of the States will admit. Anything short of this will only continue, under a somewhat modified form, many of the evils of the present system.

Of all the economic questions affecting the welfare of our citizens, there is none of greater importance than the construction and maintenance of good roads, over which they may pass to and fro in their commercial and social relations with one another. "The world," says South, "is maintained by intercourse," and of all inventions, the alphabet and printing press alone excepted, those inventions which abridge distance have done most for the civilizations of our species. Every improvement of the means of locomotion benefits mankind morally and intellectually as well as materially, and not only facilitate the interchange of the various productions of nature and art, but tend to remove natural and provincial antipathies, and to bind together all the branches of the great human family.

Among the many fallacies of the day that pass unquestioned, there is none more fallacious than that change is popular.

The truth is, he who seeks to alter the established order of things, is likely to be, for a time at least, the most unpopular man in the universe. He will be hated by those who are satisfied with old evils; he will be disliked by the timid and lazy, who dread the perils and troubles of a change, and he will receive little favor from those most conscious of the evils, because his remedies will not act as a charm and remove in an instant the accumulated ills of centuries. We are not always conscious of the fact, that in all men the love of ease is far superior to the love of change. In the serious concerns of life, change is never desired for its own sake. Habit becomes a second nature, and it is only by the positive pressure of evil that we are driven to a reform.

Unjust and absurd taxation, for instance, to which men are accustomed, is often borne far more willingly than the most reasonable impost that is new. An old system must ever have two advantages over a new one—it is established and it is understood. We ought not, therefore, to be over anxious to encourage a change in case of doubtful improvement, but in undertaking to bring about an improved condition of the public highways of our country, we are seeking that which will confer upon our citizens benefits which cannot be estimated.

"The worth of the State," says John Stuart Mill, "in the long run, is in the worth of the individuals composing it." And if there be any truth established by the universal experience of nations, it is that nothing, except temperance and industry, adds so much to the temporal and intellectual worth of its citizens, as a thorough system of scientific road construction and repair.

Respectfully submitted,

CHARLES S. BUTLER, Chairman.
WM. W. SHARE,
JUNIUS E. BEAL.

New York, Feb. 17, 1890.

This report was received, and at the afternoon session was accepted.

REPORT OF THE NATIONAL COMMITTEE ON TRANSPORTATION.

Secretary Bassett read Mr. Brewster's report on behalf of the Transportation Committee. Received and action deferred, and in the afternoon session this report was accepted.

Mr. C. H. Luscomb, President L. A. W.:

Dear Sir—I respectfully beg leave to submit the following report of the National Committee on Transportation:

I think it can be safely asserted that the League has lost no ground during the past year, so far as its transportation facilities are concerned; but has, on the contrary, made substantial gains. There are still many lines that never have, and do not now, carry wheels free, but the list is growing smaller every year, both as regards the number and importance of these outside lines.

The Pennsylvania Railroad, heretofore uncompromisingly against the free wheel idea has, during the year succumbed, and now carries wheels free under the usual conditions. This action on the part of so influential a corporation as the Pennsylvania will undoubtedly prove of great value to the League; and the credit for the accomplishment of this object is largely, if not altogether, due to Mr. Bidwell and the officers of the New York Division. The

New England Roads—with few exceptions—still exact a charge for the carriage of wheels and in many instances the tariff is unreasonably high. This committee has enlisted in its behalf the aid of some of the direct Western connections of these New England lines, and whatever work it has done has been prosecuted in this channel. Their influence will certainly prove of value, bnt it must be re-enforced by the active assistance of those Divisions most interested. Connecticut has recently taken the matter up, and I have no doubt the other New England Divisions will renew their efforts in this direction. It is an issue on which they should unite and work solidly together under the direction of some persistent but prudent leader, chosen by themselves from their own membership. In this connection I would respectfully suggest that the person so selected should be placed on the National Transportation Committee, either as Chairman or member.

I have been asked on different occasions for a complete list of the so-called free roads; the information being desired by officials of State Divisions for publication in road and hand books. This information, I regret to say, I have not been able to furnish, through no fault of mine, however. I have never received any documents, papers or data from my predecessor, Mr. Ayers, though I have made two trips to Chicago for the purpose of meeting him and securing a transfer of the records. On both occasions unforseen and unavoidable business demands prevented him from meeting me, and the same forces have operated to forestall him in his efforts to make a subsequent appointment. In my reference to this matter I wish it to be distinctly understood that I do not reflect upon or censure Mr. Ayers in the slightest degree. The fault is not his; but the fact remains that without these records it is impossible for me to prepare an accurate list of the free roads, except by interminable correspondence. As a matter of general information, it may be stated that with very few exceptions all the roads in the Trunk Line (except the New England members); Central Traffic and Western States Associations carry wheels free under practically similar conditions. Of the transcontinental lines the Union Pacific, Atchison, Topeka and Santa Fe, and Northern Pacific lines are free, and negotiations are now pending with the Southern Pacific Company with reasonable prospects of success. The suggestion of my predecessor that the different roads be induced, as far as possible, to incorporate in their folders their regulations with respect to the transportation of wheels, is a most excellent one. It has been followed by this committee, and is respectfully recommended to the one to follow. With these regulations plainly printed in the folders, the traveling wheelman has a convenient, simple and effective remedy with which to check the extortions of rapacious baggagemen.

During the year I have had twelve complaints of over-charge by train baggagemen. In three instances only were receipts taken, and in these cases the over-charge was refunded; in the others no receipts were taken or demanded, and the complaints were not always clear as to other important details. Strangely enough, requests for further information failed to elicit a single response. Under these circumstances the committee could do nothing. Ever since there has been a Transportation Committee of the League, efforts have been made to impress on the members at large the importance of following certain simple rules in dealing with the railroads. One of these rules is, that when called upon to pay for transportation of wheels on roads that have agreed to carry them free, a receipt should invariably be demanded. As a general rule a demand of this kind terminates the discussion, and payment is not further insisted upon. It never does any harm to be courteous and gentlemanly, even when dealing with baggagemen, and if wheelmen will remember this fact, and govern themselves accordingly when dealing with this class there will be fewer complaints of extortion, and the Transportation Committee will soon find that part of its occupation greatly curtailed, if not entirely gone.

Complaint was made by an Indiana wheelman that the C. H. and D. Railroad alway charged for carriage of wheels, though no specific instance was cited. The matter was investigated through Chief Consul High of Ohio, and he reported that the General Baggage Agent assured him that it had been, and was still, the rule of that road, to carry wheels free under the usual conditions. This information was transmitted to the complainant with request that he report any violation of the agreement that might come to his notice thereafter. I have heard nothing further from him.

In the BULLETIN of September 6th a notice was printed to the effect that the matter of confining the transportation concessions obtained by the League to its own members, would be brought to the attention of the Board of Officers at this annual meeting, and request was made for suggestions as to the feasibility of the plan from the members at large. There were no responses to this request.

Early in this year I wrote to different Chief Consuls and to others whom I thought would be interested and informed on the subject, soliciting their views, advice and suggestions. The replies received are submitted with this report. Briefly, the idea is to devise, if possible, some simple, practicable plan by which the concessions secured by the League may be restricted to its own members, and thus reach that impecunious or parsimonious majority who, though quick to avail themselves of the privileges obtained by the League, refuse it their pecuniary aid or the moral influence of their membership.

The replies received, and my investigation of it in other channels, convince me that there is no difference as to the *advisability* of the scheme; but whether or not it is feasible, is quite another matter.

It is at best a delicate subjeet to handle, and an ill-advised or impolitic treatment of it might disturb and possibly upset existing arrangements, which it has cost the League so much time and patience to accomplish; but a free interchange of ideas on the subject can do no harm at this time, and a thorough discussion of it is sure to bring out suggestions that are apt to prove valuable in case it is determined to follow the project any further.

Respectfully submitted, W. M. BREWSTER,
Chairman Transportation Committee.

RACING BOARD REPORT.

Chairman Davol then read his report as Chairman of the Racing Board. It was as follows:

Mr. President and members National Assembly:

Since making my report to the last National Assembly, the following men have been declared to have lost their amateur standing: Arnold Heilborn, of Providence; William Windle, of Millbury, Mass.; B. R. Millison and H. H. Everest, of Wichita, Kan.: E. Dauchy, of West Winsted, Conn.; Fred Hood and S. G. Speirs, of San Francisco; F. W. Van Sicklen, of Rutherford, N. J.

The following have been reinstated: Burton Hulett, of Armada, Mich.; F. F. Ives, of Meriden, Conn.; W. A. Turpin, of Rochester, N. Y.; B. R. Millison, of Wichita, Kan.; William Windle, of Milbury, Mass.

The following applications for reinstatement were refused: W. A. Rhodes, of Highlandville, Mass.; M. O. Spring, of New Orleans.

The national championships were awarded and won as follows:

Half-mile ordinary, with Kansas Division; won by Colie Bell; time, 1.20 1-2.

One-mile ordinary, with L. A. W. meet; won by A. C. Banker; time, 3.08.

Two-mile ordinary, with Rhode Island Wheelmen; won by J. P. Clark; time, 6.58 3-5.

Three-mile ordinary, with California Division; won by J. P. Percival; time, 9.48 1-4.

Five-mile ordinary, with Louisiana Division; won by F. Mehlig; time, 19.38.

Ten-mile ordinary, with Kansas Division; won by Colie Bell; time, 35.03.

Twenty-mile ordinary, not awarded.

One-mile tricycle, with L. A. W. meet; won by V. L. Emerson; time, 3.30 2-5.

Two-mile tricycle, not awarded.

Five-mile tricycle, not awarded.

One-mile safety, with L. A. W. meet; won by W. E. Crist; time, 3.05 1-5.

Two-mile safety, with New York Division; not contested.

Three-mile safety, with Hartford Wheel Club; prizes withheld.

One-mile tandem safety, with New York Division; won by A. C. and W. D. Banker; time, 3.30.

Two-mile tandem safety, with Hartford Wheel Club; won by A. C. and W. D. Banker; time, 5.40.

Three-mile tandem safety, not awarded.

It has been the custom of the Board, in suspending men during the past season, to give the number of the rule violated and not the rule. Such a notice is immediately followed by a request for rules, from far and near. In this manner copies have been widely circulated, and there are few racing men not conversant with the rules.

The rules as adopted in January, 1889, have been found to be an improvement over the rules of 1888, and we trust the rules adopted last month will tend to still further advance the racing interests. Several radical changes have been made, Rule E in particular being a complete change from the old method of dealing out the championships to the first club or Division that might apply. The following L. A. W. National championships have been established: One, two and five mile ordinary, one, two and five mile safety, and the one, two and three mile tandem safety.

It has been evident for some time that the system of "paying ex-

penses," adopted by the wealthy athletic clubs, has tended to draw from the cycling clubs their fastest amateurs. Also that these athletic club racing men are far from amateurs, being no more than servants in the hire of their clubs, which is a violation of Clause A, Sec. 4, Art. V., L. A. W. By-Laws.

The Board decided to adopt the amendment to Rule G., forbidding amateurs to receive expenses from athletic clubs, other than cycling clubs. If the League has it in its power to grant favors, these favors should be shown the cycling clubs, the foundation of the organization.

The Board would like a decision of the National Assembly upon the following question: "Shall the Racing Board declare a man to have forfeited his amateur status, by violating, *upon the road*, Sec. 4, Art. V. L. A. W. By-Laws?"

If it is the decision of the assembly not to consider a man guilty, for violating the amateur rule upon the road, then the rule should be amended to read "upon the track." As the rule now reads the violater upon the road is as bad as the violater upon the track, and should receive the same penalty. It is not necessary to recognize road racing in order to enforce the amateur rule.

Respectfully submitted, CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

February 17, 1890.

It was acted upon in the same way as the others, and in the afternoon, this report was accepted.

REPORT OF HOTEL COMMITTEE.

Secretary Bassett then read the report of the Hotel Committee. This report was deferred until the afternoon session, and then was accepted.

Gentlemen—The pathway of the Hotel Committee during the past year has not led through pleasant fields and pastures green, but has been beset by difficulties, and where we looked for roses thorns and briers have sprung up to impede our progress and to render the result of our labors much less satisfactory than we hoped them to be.

The Chairmanship of the committee was given to the writer during the busy days of the renewal season, and no attention could be given to the work until after peace had been declared. At the first opportunity the Chairman wrote to his associates, gave them his ideas of what should be done, and asked for suggestions. One member wrote in reply that it would be impossible for him to serve on the committee, and from the other I have never been able to get an answer of any kind, though I have written to him several times. And the Chairman was obliged to play a lone hand.

It was designed to publish a hotel hand book which should contain a complete list of hotels and Consuls in the United States, and it was believed that enough could be realized for the advertising, which hotels would take, to pay all the expenses of publication. An arrangement was made with a publishing house to undertake this work if they could see profit in it, and the Chairman proceeded to gather lists of hotels and Consuls. In response to a call for a complete hotel and Consul list sent out to thirty Divisions, returns were received from but ten. Many of the returns sent in were not complete because a large number of hotels are open only during the summer months, and it was impossible to make arrangements with them at this season. Taking the returns received as a basis to estimate what we should publish in a book, the publishing house put out its solicitations for advertising. They reported very meagre returns, and not enough encouragement for them to proceed with the work. Hotels were reluctant to spend a dollar when they knew that their name and address would be in the book in any event. A digest of my report will be, therefore, that I have been unable to get a complete hotel list, and if I had it I could not publish it.

But the list shall yet be forthcoming in some form, if not that which we would best like to see. An arrangement has been entered into with the BICYCLING WORLD CO., to issue at the opening of the riding season what will be known as a hotel number of the BICYCLING WORLD. In this will be published a complete hotel and Consul list, so far as it can be obtained. This will put the list into the hands of each member of the League, and having the matter in type we can at small expense print a small pamphlet. We have given some attention to forms of certificate and contract, and have advised with several Divisions regarding these. It is important to have a uniform style of certificate, and every certificate should have a fac simile of the League ticket. The Hotel Committee that shall succeed the present one will have work enough to attend to, aud it will be of a kind to greatly advantage the League.

Respectfully submitted. ABBOT BASSETT, Chairman.

The meeting then adjourned for lunch, to reconvene at 2.30.

AFTERNOON SESSION.

Promptly at 2.30 President Luscomb resumed the chair, and the question of accepting the different reports as presented in the morning was the business which engaged the attention of the delegates. On its being moved that the President's report be accepted, a most spirited discussion took place, and protests were entered against its acceptance by Chief Consul Emery, Chief Consul Kirkpatrick and Chief Consul Bull and others, on the ground that the report contained statements which were not true, and which reflected on the Divisions which they had the honor to represent. The sentences especially objected to by the gentlemen, read as follows:

"It is a difficult matter to understand,that in the face of the national movement, petty, jealous and unreasonable opposition should be developed, but it is unfortunately the fact, and both in New York and Massachusetts the Chief Consuls are apparently in fear of some interference with their prerogatives, while in Ohio there is apparently much reluctance to yield that support to the movement it merits."

Mr. Beal, of Michigan, and Mr. Perkins, of Massachusetts, made a strong plea that the report be accepted as written. It was urged by Mr. Luscomb's friends that the statements in the report were correct, and that it was due as a matter of courtesy to him, as President, that the report be accepted. Mr. Luscomb then called Vice President Dunn to the chair, and made an earnest defence of his report. He assured the gentlemen that no statements had been made through any covert intention or with the idea of sneering at anybody. He desired to state that the facts as represented in his report were correct. The President asserted that there was nothing in his report which should be construed in the manner which the gentlemen opposing it construed the same. After Mr. Luscomb's explanation the discussion was renewed, and the arguments pro and con were repeated. Upon a call for a proxy vote, the Assembly voted to reject the President's report by a vote of 69 to 18, and it was so ordered.

On presenting the report of the Rights and Privileges Committee, signed by Chairman Berry and Isaac B. Potter, Mr. Perkins of Massachusetts opposed its acceptance, on the ground that Mr. Potter's name appeared thereon, and that as Mr. Potter had been removed by President Luscomb some two or three months ago, his name had no right to appear on the report of the Rights and Privileges Committee. Then came a heated debate as to the power of the President to remove a member from any committee of which he had the power to appoint. It was held by a great many that the acceptance of the report as it stood would be an indication of the idea of the delegates present as to the power of the President to remove as well as appoint. Mr. Shriver and others held that in all other organizations the power to appoint carried with it the power to remove. Whether this was germane to the question at issue, we very much doubt. Mr. Potter rose to the point of order, asserting that the question of his name appearing as a signer of that report had no bearing on the question of acceptance or rejection; that the signature of Mr. Berry, as Chairman, was sufficient, and that the appearance of his name on that report, had no bearing whatever on the matter. President Luscomb ruled the point of Mr. Potter as not well taken, and on the appeal of Mr. Potter a proxy vote was taken, and the Chair's ruling was not sustained, by a vote of 49 to 39.

Much discussion then went on as to what effect the acceptance of the report would have on recognizing the President's power to remove Mr. Potter or any other of the committee appointed by the President. It seemed, however, to be the sentiment of the majority of the meeting that the acceptance of the report would in no way establish a precedent on this subject. On the question of the acceptance or rejection being put, the report was accepted as presented, with Messrs. Berry and Potter's signature attached, by a vote of 60 to 28. The report of the Special Committee, Messrs. Perkins and Cossum, was accepted, and the committee was discharged. Mr. Kirkpatrick, on behalf of the Division of Ohio, desired to record his protest, as Chief Consul of that State, to the part of that report which described Ohio as "ripe for legislation."

Dr. Butler desired to make a slight correction in his report, as read at the morning meeting, in which he had made a certain statement under mistaken ideas. With this slight change the report was accepted, and a vote of commendation was passed to this committee for the splendid work they had accomplished during the past year. The other reports of the several committees were accepted without discussion, and as printed above.

Nominations and election of officers were then in order, and Mr. Jenkins, of New York, in an eloquent speech, presented the name of James R. Dunn, of Ohio, for the office of President. This was seconded by Chief Consul High, of Ohio. Mr. Perkins, of Massachusetts, then presented in powerful terms the name of Mr. Chas.

H. Luscomb, for re-election. He referred to the work done by Mr. Luscomb during the past year, and said that as a recognition of the work done he was entitled to, and should be re-elected to, the office of President. Immediately upon the conclusion of Mr. Perkins' speech, Mr. Luscomb declined to have his name used as a candidate for re-election. He said that during the past year, he had honestly tried to do the best that he knew for the interests of the League; that his work was all to that end, and that he had concluded not to be a candidate, and he respectfully requested that his name be not used as such. The voting for President then took place. There were 92 votes cast, 85 of which were cast for James R. Dunn, four votes for Albert Mott, and three votes were cast blank. Immediately on the announcement of the vote, President Luscomb announced the election of James R. Dunn to the office of President of the League, and resigned his seat to that gentleman, who in a few earnest remarks assumed the office to which he was elected. He stated that his aim and object so long as he was President would be to harmonize, to promote and increase the membership, to broaden the field of usefulness in the matter of roads improvement, which the President claimed was the great aim and object for the future of the League of American Wheelmen.

Mr. Perkins then rose to his feet, withdrew his name as candidate for First Vice President, and in a short and earnest speech, nominated Dr. William H. Emery, of Massachusetts, for the office of First Vice President. Chief Consul Kirkpatrick, of Ohio, seconded the nomination, and on the motion of Mr. Van Nort, of Pennsylvania, nominations were declared closed far the office of Vice President. This motion was seconded by Chief Consul Boyle, of Pennsylvania. It was then voted that the Secretary be instructed to cast one vote for William H. Emery. It was so ordered, and the President announced the election of William H. Emery to the office of First Vice President. Dr. Emery accepted the election, pledging himself for the general good of the League.

Chief Consul Brown, of New Jersey, then nominated George R. Bidwell for the office of Second Vice President. Mr. Wood seconded the nomination, and described Mr. Bidwell as a man who "smiled when it rains." On the motion of Mr. Beal, of Michigan, seconded by Mr. Jenkins, of New York, it was voted that the nomination be closed, and that the Secretary be instructed to cast one vote for George R. Bidwell. It was so ordered, and the President declared Mr. George R. Bidwell elected to the office of Second Vice President. Mr. Bidwell in his acceptance said that he noticed that the gentlemen preceding him had been modest in decrying their own personal abilities to fill the office to which they were elected. Mr. Bidwell felt that he was personally competent to fill the office to which he was elected. He was sure he was the right man in the right place, and he pledged himself to support the Executive Committee in all matters, providing he agreed with them.

Chief Consul Bull, of New York, then presented the name of William M. Brewster, for re-election to the office of Treasurer, and Mr. Davis, of Illinois, seconded the nomination. The Secretary was instructed by vote to cast one vote for William M. Brewster. It was so ordered, and the President declared William M. Brewster elected to the office of Treasurer. Mr. Brewster accepted the office. He was somewhat confused, as he had been so entirely surprised that his name had even been mentioned in connection with that office, but under the circumstances he could not but accept it, which he did very gracefully.

AMENDMENT TO BY-LAWS.

Dr. Emery, in behalf of the Rules and Regulations Committee, presented the following amendment to the by-laws, notice of which had been published in the Official Department of this paper, and was as follows:

Notice is hereby given that the following amendments to the By-Laws will be presented at the meeting of the National Assembly to be held February 17, 1890.

Article IX Section 1 (Par. 1). Insert after the words "National Assembly," "or by a special committee on uniform."

Section 2. The Executive Committee may appoint a national tailor for the League, and each Chief Consul may appoint a Division tailor for his Division, said tailors to obtain the cloth of the Secretary of the League.

Section 2 as at present numbered to be numbered Section 3.

W. H. EMERY.

The amendment was accepted. On the motion of Dr. Emery it was voted that all matters relating to the uniform be referred to the Executive Committee, with full power.

On the motion of Mr. Jenkins it was unanimously voted that the courtesies of the floor be extended to President Luscomb, and that he be allowed the privilege of the floor during the remainder of this meeting.

Secretary Bassett then read the following invitation from the Niagara Falls Bicycle Club:

Abbot Bassett, Esq., Secretary L. A. W.:

Dear Sir—The Niagara Falls Bicycle Club respectfully invite the League of American Wheelmen to hold their annual meeting for 1890 at Niagara Falls, on August 25th, 26th and 27th. Feeling that the national championship races should properly be held at the annual meeting, we trust that your honorable body will see fit to make such arrangements with the Racing Board as will enable these races to be held on the dates above mentioned.

Respectfully submitted,

H. W. McBEAN, Secretary. Niagara Falls Bicycle Club.

Niagara Falls, N. Y., February 17th, 1890.

Some discussion arose as to the advisability of accepting this invitation, if the dates named in the invitation were adhered to, as it would, in Massachusetts and Connecticut, interfere with the dates agreed upon for certain local meetings, and it might militate against the success of the national meeting, because the Divisions might not be able to attend in such large numbers as if some other dates were chosen. After some discussion it was, however, voted to accept the invitation of the Niagara Falls Club, as written.

The following resolution was then introduced, and after a heated debate, in which Mr. Isaac B. Potter spoke in favor of the resolution and on behalf of the New York State Division, and Dr. Butler, on behalf of the national body:

RESOLUTION.

Whereas, The New York State Division of the League of American Wheelmen has presented to this National Assembly a communication showing that it has cause for complaint in regard to the action of some of the officers or committees of this Assembly, and stating the grounds of that complaint, and

Whereas, It also appears from that communication and from other information that has come to the attention of this body, that the New York State Division is earnestly engaged in the prosecution of the work of securing road improvement legislation in that State through the medium of the New York State Roads Improvement Association, of which Association the New York State Division is a component part, and to that end has introduced into the said Legislature a bill commonly known as the Coggeshall-Rhodes bill, while on the other hand certain officers or committees of the National body, in their zeal to hasten the realization of the same reform have, without the foreknowledge or assent of the New York State Division, and without consulting and advising with the officers or committees of that Division, but with full knowledge of the objects, intentions and purposes of that Division, and against their express wish and desire, introduced also into the Legislature of New York a separate bill, known as Assembly Bill Number 10,

Whereas, We believe that the New York State Division is energetically and intelligently performing its duties in the prosecution of this much needed reform, and further believing that harmony of aim and action is absolutely essential to success, therefore,

Resolved, That the National Assembly of the League of American Wheelmen, in annual meeting assembled, most heartily endorse and approve the work and policy which the New York State Division has pursued in the general movement to secure legislation for improved roads within the State of New York, and pledge to the officers of the said Division and to the Roads Improvement Association of which the State Division is so important and active a part, the earnest co-operation of the National body and its support to the Coggeshall-Rhodes bill, so-called, now pending in the New York State Legislature, and heretofore endorsed and approved by the New York State Division.

Resolved, That the support of any member of this body, or of the League at large, of any bill or measure within the State of New York, not in harmony with the judgment, policy and work of the officers and members of the New York State Division, and relating to the subject of Roads Improvement within that State, is hereby especially deprecated as being prejudicial to the best interests of the League, and is therefore withdrawn. (Adopted.)

The debate was lengthy, and included the reading of many letters and documents by Mr. Potter to establish the fact that the national body knew what the Division and the Roads Improvement Association was doing, and should not have interfered. Mr. Potter took the ground strongly that any legislation coming from a class, or coming from cyclists, would invariably meet with disaster and defeat. In defence of this position, he cited several cases, and read a leading article from a New York State local paper, which was printed a few days after the introduction of what is known as the Assembly Bill No. 10. Dr. Butler, on the other hand, held that the League first, and the League always, should be the one to settle these matters; that they should not play second fiddle to any association. A great deal was said by both gentlemen as to the mo-

tives which prompted the action. Many charges were made and denied. After listening for some hour and a half, the members present called for the question, and the resolution as printed above, was adopted by the National Assembly.

The meeting then adjourned.

RACING BOARD.

At a meeting of the Racing Board, held at the Grand Union Hotel, New York, February 16, the following changes were made in the racing rules. Rule A changed back to read as it did last year, as follows:

"*A.* Any amateur wilfully competing at races not stated to be held and actually held under the rules of the Board, or rules approved by the Board, shall be liable to suspension from the race track for such a time as the Racing Board may determine; and amateurs are notified that to compete against any rider who has been suspended will render them liable to the same penalty."

Rule E—Clause 1 remains the same. Clause 2 reads: The country shall be divided into seven racing districts, District No. 1 comprising the following States: Maine, Massachusetts, Vermont, Rhode Island, Connecticut and New Hampshire.

District No. 2, comprising New York and New Jersey.

District No. 3, comprising Pennsylvania, Delaware, Maryland, District of Columbia, Virginia and West Virginia.

District No. 4, comprising Ohio, Kentucky, Indiana, Michigan, Wisconsin, Illinois and Missouri.

District No. 5, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, Tennessee, Texas and Indian Territory.

District No. 6, Minnesota, Iowa, Kansas, Colorado, Nebraska, North and South Dakota.

District No. 7, Montana, Wyoming, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, California and Nevada.

Clause 3 to read: Each district shall be in charge of a District Racing Board, consisting of five members, to be appointed by the National Racing Board. Each District Racing Board shall have entire charge of all matters pertaining to the running of the championships in its district.

The District championships shall be contested prior to Aug. 15, each year, at such place or places as the District Racing Board may determine.

District Championships are open to any League member residing in the district. The winner and second man, etc. (same as now).

Clause 6 added to last paragraph, "and the District Racing Board shall give at least 30 days' notice of the location and date of the District championships.

Rule H—Add to same: "The officials of race meetings shall not bet upon the result of any race. Officials found guilty of violating this rule will be debarred from from holding official positions at race meetings for such a time as the Racing Board may determine.

Rule 32—Last sentence amended to read: "Each team member must also have resided within five miles of the city or town where the club has its headquarters, for at least six months previous to date of contest."

A new rule will be introduced, to read: "If in any race, by reason of accident or withdrawal, only one contestant remain upon the track, the referee may call such contestant from the track and award him the first prize.

A new rule will be formulated, by which the L. A. W. will not consider a man an amateur if he competes for money or with a professional for a prize *on the road.*

ENGLAND AND THE CONTINENT AWHEEL.

(*BY GEO. D. MITCHELL.*)

(*Continued.*)

We started out next morning with Laon as our objective point for the day, fifty-five miles distant. On the way to Soissons, where we made our mid-day stop, we had a coast of more than two miles, part of it through the most beautiful woods I ever saw. In fact, on our whole route we have had frequent coasts that eclipsed anything I ever found in America, for here the descents are generally graded down gradually and the roads perfectly smooth, while in America the hills especially are, as cyclists know too well, usually covered with stones. We began to observe a gradual transition in the habits, manners and customs of the people. Bock, the common name for beer, began to displace wine as the common beverage; the three-foot loaves of bread, resembling a base ball bat, so prevalent in all the country around Paris, began to give way to the flat, round loaf, which, as we approached the Belgian border, became larger and larger in size, until you could literally hardly reach around it; artificial pools of water were found in every village, and often groups of women gathered around them washing clothes, for which purpose they are provided; and instead of the simple blue blouse so uniformly worn in Normandie, we began to find the working people better dressed, corduroy being the favorite material; wooden shoes were universally worn, and we occasionally passed carts taking them to town by the cord, as you might say. We also found ourselves getting into the dog district, which extends over that part of France, Belgium, Holland and the lower Rhine. All through this region there seemed to be several dogs per capita, and the pertinacity with which they barked and ran under our wheels was exasperating beyond measure, so that most of the wheelmen there carry whips with them for their benefit and the benefit of the children, who are hardly less mischievous.

In the maze of by-roads which we had to thread in order to avoid the main paved way, Hodge became separated from the rest of the party, and did not catch up with us until the next morning. We kept on, however, and by dint of frequent inquiry and much perseverance at last reached Auberge by the light of our lanterns, at the foot of the abrupt eminence upon which the city of Laon is perched. The road from the plain below leads by numerous circuitous windings to the summit, although the direct path up the hillside is comparatively short. The town commands an extensive view of the country round, and the next morning, as we started down the hill, we could see the road we were to take extending many miles away, marked by the rows of trees that flanked it. The road for most of the first twenty-five kilometres was paved, and to add to our burden it began to rain soon after we left Laon. In fact, all the day before we had been travelling through a fine, almost imperceptible, mist, such as I never saw in America. The only condition in our favor was the stiff wind which happened to be blowing our way, and with the skirts of my mackintosh extended wide I sped along before it like a ship under full sail. The storm soon broke upon us, however, with no kind of shelter in sight, but at Marle, the sun having gained a temporary supremacy again, we purchased part of the contents of a bake shop and some fruit and refilled our canteens with wine, and a little way outside the town hung up our coats to dry and sat down on a pile of pounded stone by the roadside to dispose of our purchase. We were soon forced to take shelter under a neighboring railway viaduct, however, and as we sat finishing our lunch we became the centre of a crowd of peasants, who had sought the same refuge from the rain. We told them that we were Americans; that we had traversed England and part of France, and were on the way to Belgium, Holland, the Rhine and Switzerland, whereupon they began to look us over with a mixed expression of curiosity and awe that was amusing.

We made our stop for the night at the village of Hirson, about ten miles from the Belgian frontier. At the small inn which we chose, our supper, rooms and breakfast came to only seventy cents apiece, just what we had paid for dejeuner alone that morning, which was less satisfactory, and it is generally to be remarked that at the more modest places one receives more attention, and certainly has a better opportunity to study the people in their native simplicity, than at the more frequented, so-called first-class hotels. The next morning the people of the inn, after much debate among themselves, arranged a route for us on to Brussels, and about the only bicyclist of the town was sent along a little way to show us the road, and he was evidently as proud of being the escort of four wheelmen all the way from America as a colored marshal in full regalia, at the head of an Emancipation Day parade.

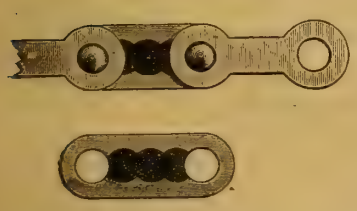
We had hardly hoped to ride further than the border, as the roads in Belgium are almost invariably paved with the huge stones which have taken the name of Belgian blocks, and upon finding that the road was exceedingly muddy we despaired of even that, especially as we were on the road to Ohain, which name must be a "Jonah" as Hugo attributes Napoleon's defeat at Waterloo to "the sunken road to Ohain." But we pushed on through a dense, dreary wood eight kilometers long to the next town, and the ride was so dispiriting, without a habitation for the whole distance, that when we came out of the woods and passed a house where the mother was giving the palm to one of her offspring, whose yells rent the air in a way that brought to my mind "the scene of my childhood." I welcomed this evidence of civilization and suggested that we take the train for Brussels, as recommended by our road book, which we accordingly did. The first thing I noticed was that the Brussel's girls were better looking than those of either France or England, and this is how I came to notice it: we had forwarded our luggage on ahead of us from Paris, and accordingly until we regained possession of it, we were running around the city in trousers with short sleeves, with all the girls enviously offering critical comments on our calves (though 'Gene's are so large they might well be called cows). The Belgians are a prosperous, progressive people and I was glad to observe a great readiness on their part to accept improvements from England and America, in which charateristic they differ greatly from the French, whose national pride seems to predjudice taem against every foreign innovation.

(*To be Continued.*)



We have pleasure in presenting to our readers an electrotype of the Swift Safety (Model C); a perfect diamond frame, all steel tubing, with ball bearings and pedals, for $120. This is the first diamond frame wheel we have known for less money than $135. The Coventry Machinists' Co. state that they were the first to introduce the diamond frame into the market. The reputation of the Coventry Machinists' Company is sufficient to insure the fact that their "Model C" safety will be found to be all they claim for it, and a splendid value for the price asked.

A SELF OILING CHAIN.



We present herewith a cut of a self oiling chain manufactured and patented by Mr. Sterling Elliott. The single and lower part of cut shows the section of the solid steel link of the chain, the circles which show white are the holes for the connecting pins to pass through. The three dark circles show the shape of the holes which are drilled clear through the link, and *which makes a slot that is filled with felt.* This felt is saturated with oil, and is constantly feeding to the link pins the oil contained therein. We are told by Mr. Elliott that a chain of this kind has been in practical road use on a machine for 13 months before it became necessary to refill the felts with oil.

All the bearing parts are carefully hardened and neatly fitted. The sample before us shows an exceedingly pliable chain.

NOTICE.

To whom it may concern:

The "Perfection Bicycle Alarm" is manufactured by the undersigned under letters patent of the United States No. 285933, granted October 2d, 1883, and the claims therein are as follows:

"First.—In a bell for bicycles, the combination with the gong and base-plate, and mechanism for removably attaching said base-plate to the brake-arm or handle-bar, of striking mechanism within the gong and between it and the base-plate, the button S upon the arbor of the main spring, and the hand-lever or stop T and spring U for holding the hammer wire R and stopping the alarm, substantially as set forth."

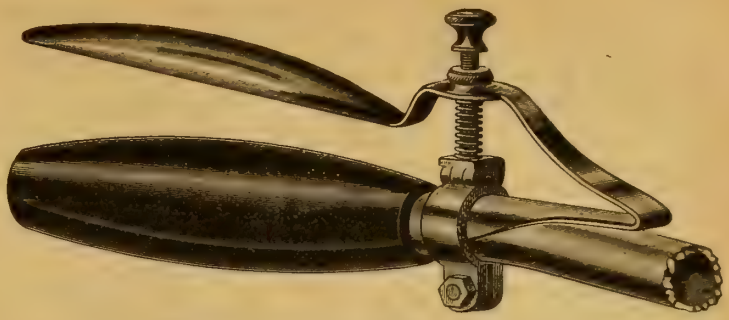
"Second.—A gong bell for bicycles, its spring and striking mechanism, in combination with the base-plate and mechanism for removably attaching the same to the brake-arm or handle-bar, substantially as specified."

The attention of manufacturers and dealers in bicycles, tricycles and sundries is called to our rights in the premises, especially under claim 2d, and the trade is cautioned against selling or offering for sale any bell containing a spring and striking mechanism with a base-plate and means for removably attaching the same to the brake-arm or handle-bar, because articles have been offered on the market that are a manifest infringement of such claim, and the seller of an infringing article is liable for damages and to an injunction, as well as the manufacturers.

By only handling our bicycle alarm bells, risks of litigation and expense will be avoided, as our rights under this patent will be enforced, especially against bells recently offered in the market containing the subject of the above claim. GEO. R. BIDWELL,

Sole manufacturer of the Perfection Bicycle Alarm.

New York, February 13, 1890.



The Cycle Improvement Co., 172 Lake street, Chicago, have patented an anti-vibrator that can be attached to any handle-bar, and that removes all vibration and jar from the hands and arms of the rider. The flat spring is made from the finest spring steel, bent in a manner which gives the greatest elasticity while providing against injury to the rider's hands being caught under it. The tension of the spring is adjustable. The springs are nickelled and attractive in appearance.

Messrs. Bretz, Curtis & Co., of 1702-4 N. Broad street, Philadelphia, have received an immense importation of "Referee" Safety bicycles, built especially for American roads.

Premier Safeties are now on sale in nearly every city in the United States, Importer Johnson having built up within the past year a large and vigorous wholesale business in these well-known wheels. Among the arrangements for the coming season are Messrs. Fairbanks, Sanborn & Cole, who are located at 145 Columbus avenue, Boston, and who will handle Premiers in Eastern Massachusetts; Stephen Lee & Co., Springfield, for Western Massachusetts; H. J. Curtis, 98 Asylum street, for Hartford; Alcott Mfg. Co., in New Haven, and Anthony, Cowell & Co., in Providence. The Western, Southern and Middle States are well supplied with Premier agencies, unoccupied territory being rapidly taken up.

Mr. A. G. Spalding has just been elected Vice President of the Overman Wheel Co. As he is the largest sporting goods dealer in the world, this is a strong alliance for the Overman Wheel Co., as he is now thoroughly identified and permanently interested with them. By the way, we have before us the advance sheets of the Overman Wheel Co. catalogue, from which we will glean some facts of interest to our readers for use in our next week's issue.

Messrs. Sidwell & Saben, of 182 Columbus avenue, Boston, write us that they have secured the New England agency for Messrs. D. Rudge & Co.'s wheels, and have samples of the '90 safeties now in stock. They will keep open Washington's Birthday until one o'clock, and will be pleased to have *all* call and examine same.

The Warwick Cycle Mfg. Co. are to be congratulated upon the location of a down town agency in New York. Keefe & Buchanan will show the "Warwick Perfection," and their store is admirably situated for good trade. Kennedy-Child may well smile when he reviews his little runs to New York. With Bidwell up town, and Keefe & Buchanan down town, New Yorkers will have every chance of seeing the "Warwick Perfection."

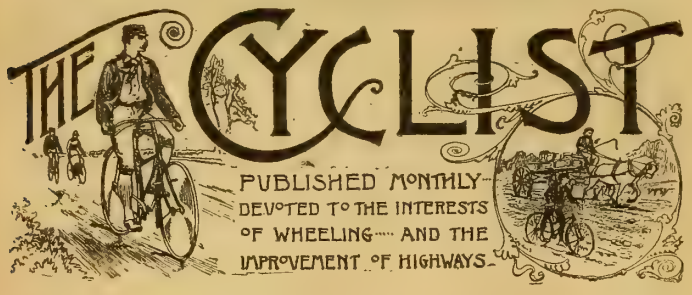
The new pattern diamond frame New Mail has excited quite a sensation this past week. They are out, and can be seen at Messrs. Read's warerooms; also at their agencies. It is certainly an uncommonly handsome wheel, and Messrs. Read report large orders being booked.

The 1800 pattern of the Victor Safety can be seen at the Boston store of the company, on Columbus avenue. By all means call and see it.

A riding school for ladies and gentlemen, with competent instructors in charge, has been opened at 47 Franklin street, by the Pope Mfg. Co., where purchasers of Columbias are taught free, and others at a nominal price.

We saw a splendid youth's safety at the store of Messrs. Singer the other day, and which they call the "Miniature Safety." The frame is an exact fac simile of their "Royal Singer" safety, with the exception that a ball steering is not used. The wheels are 26 inches, and are fitted with Singer's ball bearings, as are also the pedals. The price is $75, but full value will be found in it. It is certainly a gem.

Mr. Frederick White, of the White Cycle Co., of Westboro', has just returned to this country, after a short trip to England. Mr. White was on the briny some four weeks ago, during the height of the fearful gales and hurricanes which prevailed at that time. Mr. White's description of the horrors of his experiences are thrilling. The volume of water that came aboard many times during the twenty hours' hurricance extinguished some of the furnace fires and the main saloon was frequently flooded. Captain, passengers and crew of the ship Catalonia never expected to see land again.



No. 25 Asylum street, Hartford, Conn. Issued on the first of each month. Novel ideas, accuracy, wholesomeness, honesty, enterprise. The best and handsomest Cycling Magazine ever published. Special articles by able writers.

Among the features of the March number will be a handsome photo-engraving of the new League officials, Messrs. Dunn, Emery, Bidwell, Brewster and Secretary Bassett.

"The American Country Roads," Forrest Morgan, Editor *Traveler's Record.*

"The Bicycle in History," J. C. Kerrison, of the *Boston Herald.*

The meeting of the National Assembly in New York, and other matters that will be of interest to you.

PRESS COMMENTS.

The first number is handsomely printed, and is full of news and good reading.—*New York Tribune.*

It is finely printed, and its appearance is most prepossessing.—*Boston Herald.*

The February number is bright and entertaining. The Cyclist should be a success.—*New York Press.*

It is handsome typographically, and of more than ordinary literary excellence—*Springfield Union.*

The Cyclist is a bright and newsy paper. It deserves the hearty support of the wheelmen of this and other States.—*Hartford Times.*

There is plenty of room for such an excellent journal. It is well printed, the general get-up is good and the literary matter well-informed and ably written. The Cyclist should succeed.—*Buffalo News.*

The Cyclist is out, and is without doubt the best paper devoted to bicycling that has yet come to this office—*Meriden (Ct.) Journal.*

The first number will be mailed to new subscribers if desired. Subscription price one dollar a year, single copies ten cents.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.



THE "PATENT"

SILICO ENAMEL CO.,

OF LONDON, ENGLAND,

Beg to announce that they have appointed

The Sweeting Cycle Co.

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PHILADELPHIA,

their Sole Representatives for the United States, and all applications for Agencies must be addressed to them. Agents wanted in every City, town or village on the Continent. Liberal terms. Exclusive territory given and guaranteed.

In and Around Cape Ann, by John S. Webber, Jr, being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 80 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

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Mills, Bouckville, Madison Co.

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BARGAINS.

Psycho Tandem Safety, all plated except wheels; all balls; tires perfect; an elegant machine,	$175
American Rambler, new; all balls	105
Victor Safety, fine machine	80
48-inch American Challenge, all balls	55
50-inch New Mail, almost new	85
58-inch Victor, new	85
1 Hickory Safety, almost new	60
48-inch Expert, especially built for fancy riding; nickel finish	60
52-inch Victor, half nickel; all balls; as good as new; only	65

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If contains 300 pages of solid meat for those interested in the

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ROAD MAP

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The most perfect Road Map of a Massachusetts County ever issued. Shows all the Roads. Printed in Colors, mounted on canvas and varnished. Scale about 5-8-in to the mile. The best Map value ever given for the **price, $1.00, postpaid.**

Bicycling World Co.,

12 PEARL ST., - - BOSTON.

N. B. If this venture meets with encouragement we hope it will, other maps of Massachusett's Counties will be issued on the same lines.

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THE operation of securing views with this camera consists simply of leveing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

Price, $25.00

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TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

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The President and Vice Presidents (as by the Constitution required.)

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Reinstatement.

Mr. Grant Bell of Minneapolis has been reinstated as an amateur by unanimous vote of the Racing Board.
C. S. DAVOL, Chairman.

Illinois.

A. W. Hoffman of Warsaw is this day appointed Local Consul.
W. A. DAVIS.

Illinois Hotels.

Abingdon, Commercial Hotel, rates $2.00.

Braidwood, Cottage Hotel, rate $1.50 per day; regular rate $2.00.

Dixon, Nechusa House, rate $2.00 per day.
W. A. DAVIS, C. C.

Missouri Appointment.

The Owens House, Green Top, is hereby appointed an official League hotel. Regular rates $1.50 per day: to L. A. W. $1.00, meals and lodging 25 cents. Show your ticket to obtain reduction. Fraternally yours,
ROBT. HOLM, C. C.

Missouri Division.

To dealers and tourists:

The Richelieu Hotel, 1312 Washington avenue, has been appointed the official League Hotel for St. Louis. Tourists and dealers are therefore requested to patronize this hotel and instruct their travelling salesmen accordingly. The Lindell is no longer a League hotel.
Fraternally yours, ROBT. HOLM, C. C.

Grand Rapids, Mich., Feb. 15, 1890.

I have made the following additional appointments of L. A. W. hotels and repair shops:

Hotel List No. 6.

Holly, Exchange Hotel, regular rates $2.00; L. A. W. $1.50

Plymouth, Rerdun House, regular rate $2.00; L. A. W. $1.50.

Farmington, Owen House, L. A. W. $1.00.

Pontiac, Hodges, regular rate $2.00; L. A. W. $1.00 and $1.50.

Centreville, Studden Hotel, regular rate $2.00; L. A. W. $1.50.

Hancock, Northwestern, regular rate $2.00; L. A. W. $1.50.

REPAIR SHOPS—LIST NO. 5.

Holly, Mr. Bristol, Maple street.
Three Rivers, Frank E. Brown. Fraternally,
A. B. RICHMOND, C. C.

Racing Rule Changes.

Rule A. The first sentence is repealed, and the rule now commences, "Any amateur wilfully, etc."

Rule E. Amended to read:

(1.) The following National L. A. W. championships have been established by the Board: One mile, two-mile and five-mile "ordinary" bicycle; one-mile, two-mile and five-mile "safety" bicycle, and one-mile, two mile and three-mile "tandem safety" bicycle.

(2.) The county shall be divided into seven racing districts:

District No. 1 comprising the following States: Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut.

District No. 2 comprising New York and New Jersey.

District No. 3 comprising Pennsylvania, Delaware, Maryland, District of Columbia, Virginia and West Virginia.

District No. 4 comprising Ohio, Kentucky, Indiana, Michigan, Wisconsin, Illinois and Missouri.

District No. 5, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Arkansas, Tennessee and Indian Territory.

District No. 6, Minnesota, Iowa, Kansas, Colorado, Nebraska, North Dakota and South Dakota.

District No. 7, Montana, Wyoming, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, California and Nevada.

(3.) Each district shall be in charge of a District Racing Board, consisting of five members, to be appointed by the National Racing Board.

Each District Racing Board shall have entire charge of all matters pertaining to the running of the championships in its district. The district championships shall be contested prior to August 15th of each year, at such place, or places, as the District Racing Board may determine. District championships are open to any League member residing in the district.

The winner and second man, in each event, may be sent at the expense of the District, to compete at National Championships. Winner and second man only in District Championships, shall be eligible to enter corresponding National Championships. Divisions may pay the expenses of members to represent them at their District Championships.

The National Championships shall be contested annually, between August 15th and October 15th, at such place as the National Racing Board may determine.

(4). National and District Championships are open to League members only, and the trophies for National Championships shall be medals, struck from the dies owned by the League, to cost in no case more than $50, and to become the property of the winner each year.

(5). Privilege to hold State Championships in States where no Division of the League has been formed will be granted to clubs or authorized association when the importance of the meeting is sufficient to warrant the Racing Board's special sanction.

(6). The National Racing Board shall give at least thirty days' notice of the location and date of the National Championships.

District Racing Boards shall give at least 30 days' notice of the location and date of the District Championships.

Rule H, amended to read: No open betting shall be permitted. The officials of a race meeting (see Rule 2) shall not bet upon the result of any race. Officials found guilty of violating this rule will be debarred from holding official positions at race meetings, for such a time as the Racing Board may determine.

Rule 32, amended to read: In a team race the position of each rider must be taken at the finish of each lap. The first man shall count a number equal to that of the contestants at the start, the second man shall count one less, the third two less, and so on. The aggregate scores of the team members shall decide the winning team. A team shall be limited to three riders, each of whom shall have been a member of the club entering the team, for at least *three months* previous to date of event. Each team member must also have resided within five miles of the city or town where the club has its headquarters for at least six months previous to the date of contest.

Rule 26—(new rule; old Rule 26 becomes Rule 27; 28 becomes 29, etc.) In any race, by reason of accident or withdrawal, only one contestant remain upon the track, the referee may call such contestant from the track and award him the first prize.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 229—Total 86—12,586.

BOSTON, Feb. 21, 1890.

CALIFORNIA DIVISION—1—542.

Unattached.
26283 Rager, G. W., Eureka

DISTRICT OF COLUMBIA DIVISION—2—189.

Unattached.
26245 Redman, Mortimer, 1631 10th st., N. W., Washington
26233 Thompson, E. B., 761 7th st., S. E., "

ILLINOIS DIVISION—4—920.

Unattached.
26236 Council, W. H., Lexington
26246 Smith, Sherman, 1119 S. Water st., Monmouth
26235 Hewitt, D. S., Toulon
26234 Bachmeister, Will O., "

INDIANA DIVISION—32—175.

Social Wheelmen.
26251 Adler, Samuel, 109 So. Mich. st., South Bend
26252 Baer, Edward, Sheridan House, "

26253 Bowman, Fred E., 136 No. Main st., "
26254 Cushing, A. H., 508 W. Wash st., "
26255 Conklin, F. G., 112 W. Wash st., "
26256 Cotton, Orchard, 520 So. Columbia st., "
26257 Colfax, Schuyler, 603 W. Market st., "
26258 Clapp, Chas. W., 335 Mich. ave., "
26259 Chord, Sam'l M., Studebaker Wagon Works, Sonth Bend
26260 Davies, Wm. O., 615 W. Water, "
26261 Dunkle, Chas. H., 418 W. Wayne st., "
26262 Elbel, Henry F., 522 No. Mich st., "
26263 Greene, Chas. B., 513 W. Wash, "
26264 Hull, Geo. W, 420 No. Francis st., "
26265 Haughton, J. R., 921 W. Wash, "
26266 Inwood, R. G., Sandage Skein Co., "
26267 Knoblock, O. M., 228 No. Main st., "
26268 La Pierre, L. S., 119 W. Marion st., "
26269 McErlain, J. J., Sheridan House, "
26270 Murphy, F. J., 831 W. Day st., "
26271 O'Brien, P., 732 W. Wash st., "
26272 O'Brien, S. P., 732 W. Wash st., "
26273 O'Brien, Wm., 732 W. Wash st., "
26274 Pfleger, W. G., 526 N. Mich. st., "
26275 Pershing, W. B., 119 W. Market st., "
26276 Paxson, E. E., 101 So. Mich. st., "
26277 Robinson, S. M., 925 W. Wash st., "
26278 Schaffer, A. F., 411 So. Franklin, "
26279 Stouffer, E. S., 101 So. Mich. st., "
26280 Staples, W. D., 215 N. Hill st., "
26281 Stover, W. B., Studebaker Wagon Works, South Bend
26282 Tong, L. G., "

LOUISIANA DIVISION—1—104.

Unattached.

26237 Landry, E. A., 28 So. Charles st., New Orleans

MARYLAND DIVISION—1—534.

Unattached.

26284 Crichton, MacPherson, Box 672, Baltimore

MASSACHUSETTS DIVISION—2—1646.

Unattached.

26238 Eldridge, Otis L., 51 Borden st., New Bedford
26239 Caswell, Chas. M., 303 County st., "

MICHIGAN DIVISION—10—449.

Benton Harbor Wheelmen.

26285 Tatman, Frank M., Benton Harbor
26286 Nickloy, Fred W., "
26287 Ball, Israel, "
26288 Chapman, Will, "
26289 Rouse, Elmer E., "
26290 Terry, Jos. H., "
26291 Huntington, Henry R., Box 254, "
26292 Peck, Myron S., "
26293 Ireland, Chas. A., "
26294 Sweet, Chester C., "

NEW JERSEY DIVISION—3—631.

H. C. W.

26225 Edick, F. B., 110 Sipp ave., Jersey City

Unattached.

26248 Crozer, Forrest, 217 Mercer st., Trenton
26247 Brokaw, Adam E., Box 225, "

NEW YORK DIVISION—7—2155

Harlem Wheelmen.

26228 Prince, E. S., 1920 Vanderbuilt ave., New York

Long Island Wheelmen.

26240 Benoit, A. H., 47 Monroe st, Brooklyn

Suspension Bridge Bi. Club.

26296 Coe, F. J., Suspension Bridge
26297 Watson, J. S., "
26295 Carr, W. I., "

Unattached.

26227 Simondsfield, S., 336 West 51st st., New York
26226 Frick, Jno., 6 Liberty sq., "

OHIO DIVISION—5—863.

Unattached.

26229 King, Jno. H., Alliance
26241 Clarke, Erie, V., 351 Race st., Cincinnati
26242 Hance, Robert, 205 Freeman ave., "
26308 Caskey, Carl, 78 N. Limestone st., Springfield
26230 McDonald, S. A., St. Mary's

PENNSYLVANIA DIVISION—11—1471.

Keystone Bi. Club.

26307 Gray, A. S., 303 Collins ave., Pittsburg

Unattached.

26243 Speer, E. Lacy, 40 W. King st., Chambersburg
26306 Walker, Geo. B., Kimberton
26298 Howe, W. H., Phoenixville
26303 Styer, John H., "
26304 Van Zandt, G. L., "
26301 Ash, Chas. V., "
26302 Kent, William Saint George, "
26299 Lloyd, A. W., 243 Church st., "
26300 Wagoner, Frank H., Box 58, "
26305 Nichols, Harry G., Box 89, "

RHODE ISLAND DIVISION—2—352.

Unattached.

26309 O'Donnell, Wm., Box 145, Matick
26310 Snow, Geo. L., 205 Harr ave., Providence

TENESSEE DIVISION—1—102.

Unattached.

26249 Webb, Jno. M., Bell Buckle

WISCONSIN DIVISION—3—112.

Waukesha Wheelmen.

26244 Rust, Hawey H., Waukesha

Unattached.

26231 Kiss, E. J., 244 Hanover st., Milwaukee
26232 Tiffany, F. G, 485 So. 11th st., La Crosse

UTAH—1—13.

Unattached.

26250 Peabody, Alfred H., care Com'l Nat'l Bank, Salt Lake City

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FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

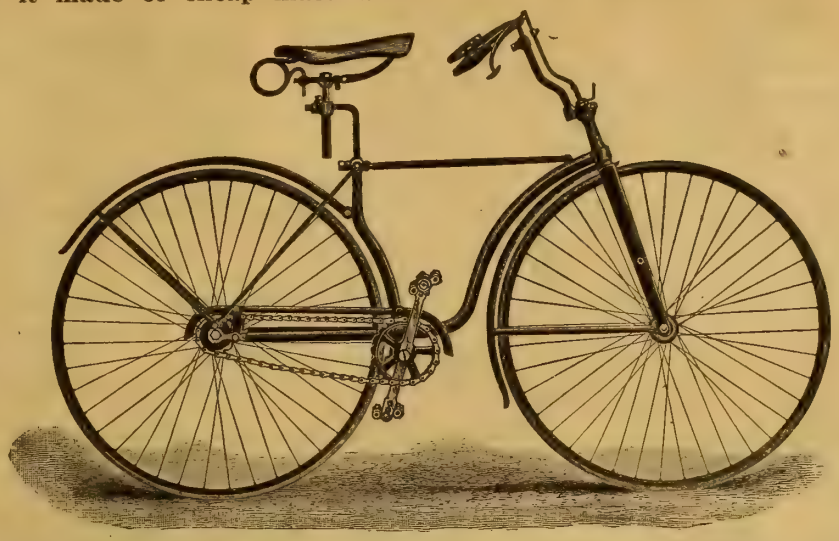
☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and ecket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

There is no better wheel in the market to-day than the Warwick Perfection. It is not sold for cheap money, nor is it made of cheap material.

PRICE $135.

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CATALOGUE.



WITH BRACE REMOVED

IT MAKES A

Light and Superior

Ladies' Wheel.

To facilitate delivery of goods, we have arranged with the following firms to supply you in their respective territory. They will be our exclusive wholesale dealers, and it is their mission to aid you in every way. Address them for catalogues:

For Maine, New Hampshire, Vermont, Rhode Island and Eastern Massachusetts, **A. O. VERY**, 173 Tremont Street, Boston.
For New York State, east of Onondaga County, and North-eastern Pennsylvania, **G. R. BIDWELL**, 313 West 58th Street, New York.
For Northern New Jersey, **E. ALSDORF & CO.**, 11 Academy St., Newark, N. J.
For Southern New Jersey, and territory contiguous to Philadelphia, **EDW. K. TRYON, JR., & CO.**, 10 and 12 North 6th Street, Philadelphia.
For Western New York, Western Pennsylvania, and Northern Ohio, **STANDARD CYCLE CO.**, 588 Main Street, Buffalo, N. Y.
For Maryland, **EISENBRANDT BROS.**, 424 E. Baltimore St., Baltimore, Md.
For Southern Ohio, Southern Indiana, Tennessee, and West Virginia, **J. E. POORMAN**, 8th and Race Streets, Cincinnati, O.
For the Northwest, **CHAS. F. STOKES MFG. CO.**, 293 Wabash Ave., Chicago.
For the Southwest, **D. SNITJER**, 1012 Olive Street, St. Louis.
For the Pacific Slope, **THOS. H. B. VARNEY**, Fremont Street, San Francisco, Cal.
Territory not named, Local Agents, or The Manufacturers,

WARWICK CYCLE MFG. CO., - Springfield, Mass.

1890 PREMIER SAFETIES!

IN STOCK:

CATFORDS, SPECIALS, POPULARS, YOUTH'S, TANDEMS.

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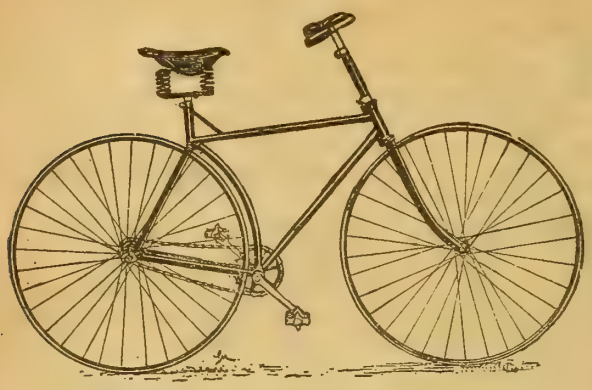
PREMIER FULL ROADSTER, UNIVERSAL ($85.00) PREMIER.

New Premier Catalogue in Preparation. Send for It.

LLEWELLYN H. JOHNSON, Manufacturing Importer,

401 & 403 Main St., - - - ORANGE, N. J.

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THE MOUNT FOR 1890.

THE REFEREE SAFETY.

Correct braced diamond frame of the best steel tubing. True tangent spokes. Ball socket head. Best black rubber tires. Weight, 37 lbs., all on. The lightest in the world and easiest running.

BRETZ, CURTIS & CO., Philadelphia, Pa.

AGENTS WANTED. **Sole U. S. Importers.**



PRICE ONLY $35.

"Same Old Story. Skip this and read something New."

It may be egotism on our part, yet we cannot help but feel that the boys mean what they say when they hold up their right hand for the Little Giant, and confirm their opinion by their orders.

We have often heard repeated, "the best is always the cheapest in the end, even at a greater cost." To this we add *certainly, certainly,* and we give you the best without the extra cost.

Therefore, the best and the cheapest without the extra cost, buy A Little Giant of some of the many agents herewith attached and be happy. All reliable dealers, who would not sell these goods if not as we recommend and guarantee them:

Wm. Read & Sons, Boston, Mass.; Merwin, Hulburt & Co., New York; E. C. Meacham Arms Co., St. Louis, Mo.; A. G. Spalding & Bros., Chicago, Ill.; H. A. Lozier & Co., Cleveland, Ohio.; Standard Cycle Co., Buffalo, N. Y.; Bretz, Curtis & Co., Philadelphia, Pa.; B. Frank McDaniel, Wilmington, Del.; Eisenbrandt Bros., Baltimore, Md.; H. S. Owen, Washington, D. C.; Alsdorf & Co., Newark, N. J.; A. K. & C. E. Schaap, Richmond, Va.

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Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

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A. Mason Beckwith *Committee.*
E. A. Bunnell

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Official Tailors of the L. A. W.

406, 408, 410 & 412 **Broome Street,** NEW YORK.

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COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

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Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear..... 1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, str ng, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price
Send for Catalogue Knit Racing and Training Suits.

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241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1022 Market St.

CATARRH
HAY FEVER
CATARRHAL DEAFNESS

A NEW TREATMENT.

Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (*two weeks apart*) by the patient at home. A pamphlet explaining this new treatment is sent *free* by A. H. DIXON & SON, 337 and 339 West King Street, Toronto, Canada.

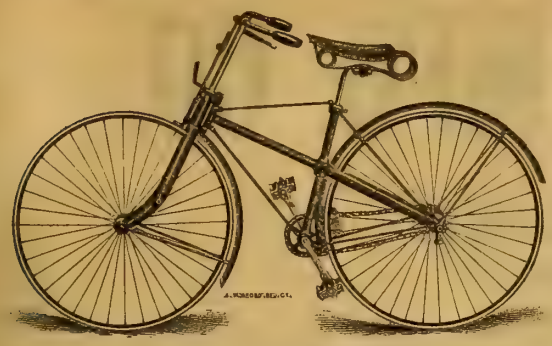
Elwell European Bicycle Tour.

France, Switzerland, Germany and England.

Leaves New York June, on La Bretagne, of the French line. Berths assigned from March 1st.

For information address

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152 PEARL ST., - PORTLAND, ME.



THE HARTFORD.

Ball Bearing All Around. Perfectly Interchangeable and Warranted.

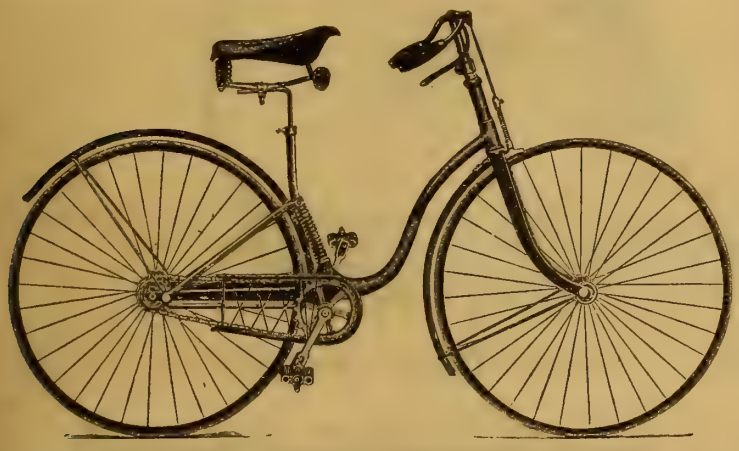
PRICE $100.

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We already have a large corps of reilable agents, but we want more. We want a representative in every city and town of any importance in the country. We want men who will neither under-rate nor over-rate our goods, men who will adhere to our price, for we have but one price.

You may not make so much on individual sales of the HARTFORD as on those of more cheaply constructed wheels listed higher, for we cannot afford to pay you so well; but in the long run a reputation for giving full value for the money will prove more lucrative.

THE HARTFORD CYCLE CO.,
Hartford, Conn.



"THE WORLD DO MOVE,"

And so do the Bicycles made by the

STOVER BICYCLE MFG. CO.

THEIR ADDRESS IS

FREEPORT, - - ILL.,

And they build a Spring Frame Bicycle

THAT WILL SPRING.

They also are Sole Agents in the U. S. for the

BUFFET SADDLE.

Buy it and you will ride no other. Send postal for the most artistic Catalogue ever issued.

TEN CAR LOADS.

One of the most essential points for careful consideration in connection with the purchase of a bicycle is Economy in Weight.

We find by making a very simple calculation, that a person who rides a bicycle ten miles a day, on an average, for five years, (Eighteen hundred and twenty-five days), that he would have ridden Eighteen thousand, two hundred and fifty miles, and that if the bicycle used was ten pounds heavier than he actually required, he would have carried one hundred and eighty-two thousand, five hundred pounds more bicycle per mile, ridden, than was necessary, or about two car loads per year.

Now, fix your rate per car load, and you will ascertain the value of a bicycle the proper weight.

ROVERS

range in weight from 38 to 48 pounds, and we therefore can supply a machine in accordance with a purchaser's requirements.

WE CARRY FIVE STYLES,

including the most elegant ladies' Safety in the American market.

CATALOGUE READY FEB. 20th. COMPETENT AGENTS WANTED EVERYWHERE.

THE JNO. WILKINSON CO., Sole Importers,
55 STATE ST., CHICAGO, ILL.

UNION CYCLE MFG. CO.



Ball Bearings Dust Proof and Oil Retaining.
Chain absolutely noiseless.
Patent Chain Adjustment.

"Union" Patent Saddle.
None Better.
High Grade in Every Respect.
Finish Incomparable.

THE UNION SAFETY

In General Appearance and Riding Qualities is Unequalled.

All Parts Interchangeable. **Office and Factory, Highlandville, Mass.**

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CHAS. F STOKES MFG. CO., 293 & 295 Wabash Ave., Chicago, Ill., Agents for the North West.

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STANDARD CYCLE CO., 588 Main St., Buffalo, N. Y., Agents for Western New York and Western Pennsylvania.

A. O. VERY, 173 Tremont St., Boston, Mass., Agent for the New England States.

UNCLE EPHRAIM IS TIRED.

THE OLD GENTLEMAN walked into the OFFICE with a BEAMING FACE, which, but for the ineffaceable marks of time, would still be called youthful. The RUDDY TINT of health on CLEANLY SHAVEN CHEEKS, THE BRIGHT, PIERCING EYE, disdaining the HELPING EYEGLASS or SPECTACLES, THE ERECT FORM, still ROUND and PLUMP, THE SPRINGY STEP, THE MIRTHFUL LAUGH, full of HEARTY GOOD NATURE and CAMARADIE, all bespoke THE WELL-PRESERVED SPECIMEN of GOOD OLD STOCK, A MAN who had ALWAYS found THE WORLD a GOOD PLACE TO LIVE IN, A MAN who, THREE HUNDRED and SIXTY-FIVE DAYS in each YEAR, could truthfully say that he thanked HIS GOOD FORTUNE that he came upon THE SCENE OF ACTION early in the NINETEENTH CENTURY, and still was not TIRED of being here. GOOD OLD STOCK INDEED. Would there were MORE of the kind. "I want to just look through your 'BI. WORLD' and 'WHEEL AND CYCLING TRADE REVIEW' and some of the others. I heard some of the boys talking as I came along the street, about some ADV. in some of the CYCLING JOURNALS, and they seemed to be having GREAT SPORT over the VENOM (as they called it) of somebody—couldn't quite catch the name—BUT they said it was the WORST CASE of 'CRANIUM INFLATUS' they ever knew of; so I thought I'd look in and just glance over the latest numbers of the different publications in our line of literature, eh?" (And the OLD MAN winked in a way that caused the OFFICE BOY to remark that "THE OLD GENT must have been a 'JIM DANDY' some HUNDRED YEARS ago or so.") An hour passed quickly (as hourss alway do in a busy office), when THE OLD GENTLEMAN laid down the last paper of the BIG PILE, drew a LONG BREATH, and remarked: "Well, I've had a TREAT. THE CLAIMS made by some of these CYCLE PEOPLE remind me of A CHAP I met once, who tried to sell me A WHISTLE MADE FROM A PIG'S TAIL. He said that HE and ONE OTHER MAN were THE ONLY MEN in THE WORLD who could MAKE A GOOD WHISTLE out of A PIG'S TAIL. I DIDN'T buy A WHISTLE though. I told him he was only FOOLING AWAY HIS TIME, TELLING CHEAP TALES, WHICH NO SENSIBLE MAN BELIEVED, BECAUSE if ONE MAN and ANOTHER MAN could MAKE A WHISTLE OUT OF A PIG'S TAIL, some other CHAPS would be DEAD SURE to 'GET ONTO IT' if it was a desirable thing to do."

THE OLD MAN 'rose to go, and remarked: "By the way, I've just received a CHECK for $295,000 from my MAN in THE WEST, who attends to my MINING INTERESTS there, and I'm thinking SERIOUSLY of buying some stock in THE WHITE CYCLE CO., if there's any to sell, and if there isn't, and you want to build an ELL on to your FACTORY and increase your CAPITAL STOCK, I'd like to take it all. I believe in THE BRONCHO, THREE KNOT SKOOKUM OIL, SKUDERDRAK'S EMBBOCATION, and LIVINGSTON'S SURE CURE. THE WORLD CAN'T GET ALONG WITHOUT THOSE GOODS, and I want to be A SORT of a GOOD MISSIONARY in MY DECLINING YEARS, and aid in SPREADING THE 'GOSPEL OF GLAD TIDINGS,' so to speak. I'd like to just help BOOM things a trifle." We thanked THE GENIAL OLD GENT, and assured him that the PRESENT DRIZZLE was not destined to be a LONG SHOWER, and that WE COULD TAKE CARE OF OUR OWN "DOG FIGHTS" until SOME LARGER SPECIMEN "SHOWED UP." We returned to "OUR MUTTON," and continued our PLEASANT OCCUPATION of FILING ORDERS for BRONCHOS AND SUNDRIES. OUR SECOND EDITION OF "CATS" IS NOW DUE. IF "YOU FELLOWS" WANT ONE, SEND AT ONCE, or you will be EVERLASTINGLY TOO LATE, unless we get out A THIRD EDITION for TARDY ONES.

SEND FOR "CAT" AND AGENTS' TERMS.

WHITE CYCLE CO.,

WESTBORO', MASS., U. S. A.

COLUMBIA LIGHT ROADSTER SAFETY.



PRICE, $135.

SPECIALTIES.

Hollow Felloes.—The only heating done to them is when the ends are brazed together. Acknowledged by all to be the most expensive and best felloes made.

Tubular Mud Guard.—For rear wheel, forming part of the frame; is the best for the purpose, as it will not rattle, and does not bend or break.

Ewart Detachable Chain.—Made of forged steel; easily oiled. Bearings do not rust in when not used.

Head Locking Device.—The best of its kind. No difficulty in making Safety stand against a wall. All Safety riders will appreciate it.

Front-Wheel Spring Joints.—They give just enough spring; rigid steering. No loss of power in climbing hills.

Kirkpatrick Saddle.—The most successful saddle ever made; the pioneer of hammock saddles.

Rubber Tires.—Made of the best rubber for the purpose; and while we do not claim they will never come off, we now claim to have the most satisfactory method of cementing tires, and invite all to examine it.

Tubing.—Is the best cold-drawn seamless steel tubing made in England.

POPE MFG. CO., 77 FRANKLIN ST., BOSTON.

12 WARREN ST., NEW YORK. 291 WABASH AVE., CHICAGO.

FOUNDED THE 1878

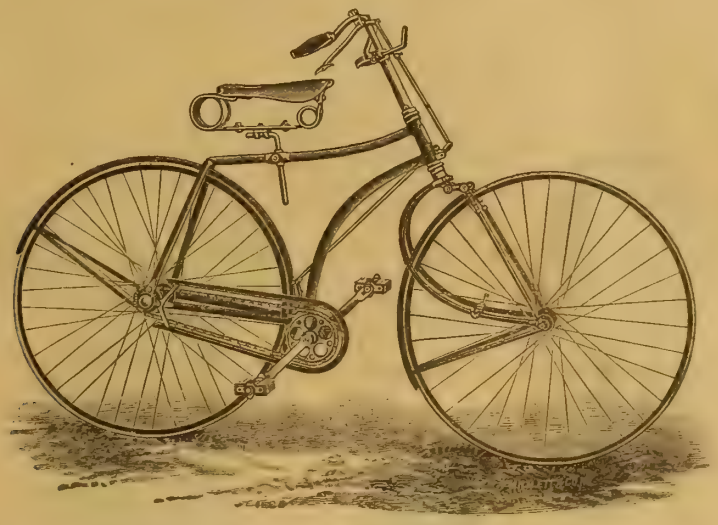
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DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 28 FEBRUARY, 1890.

Volume XX.
Number 18.



SPECIAL NOTICE.

Owing to the great demand for our goods, and out of consideration for our present agents, we deem it advisable to give notice to dealers and others that we are not desirous of further extending our agency lists. For several years past we have been unable to manufacture as fast as the goods were wanted, and although we shall again double our output during the coming season, present indications point to an easy disposal of the product without increased facilities for selling.

OVERMAN WHEEL CO.,

MAKERS OF VICTOR BICYCLES,

BOSTON, WASHINGTON.

Factory and Office, CHICOPEE FALLS, MASS.

WHAT SORT OF A CHAIN DO YOU USE?

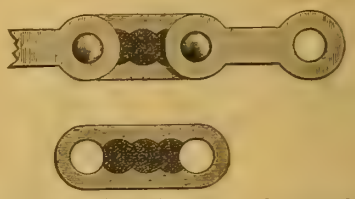
We don't ask you this question simply because we are inquisitive, but as a matter of business, and we want to talk to you a little on the subject of consistency. The devout murderer who didn't eat the meat found in his victim's dinner pail, because it was Friday, was considered by the opposition as being inconsistent. And yet there are many people who would laugh at him without any real right to do so. The most casual son of a wealthy father would not buy at a high price a broadcloth coat in which one of the sleeves was calico, simply because he could see it, and knows better, but he will buy a cycle in which there is *as much* of an inconsistency and *not* know it (at least, not at the time of the purchase). The rear axle of a safety bicycle carries approximately two-thirds of the rider's weight. Taking a 150-pound rider as a fair average would give the driving wheel about 100 pounds, more or less. This bearing is from five to seven inches long, and as large in diameter as need be. Much is said of the care with which it is fitted up, the number of balls it contains, etc. The wheel, which will average 30 inches in diameter, is turned by a chain connected at a point not more than two inches from its centre by means of the sprocket. This chain is pulled by the larger sprocket wheel attached to the crank shaft. This crank shaft becomes the fulcrum for a lever of the second order, the power being applied on the pedal at its outer end. As the length of crank is always more than double the radius of the sprocket wheel, it is obvious that the strain on driving chain must be more than double the weight applied to pedal. Every rider knows that at times he uses more than his weight, therefore if he weighs 150 pounds the chain takes a pull of 300 pounds or more, and with this load its 45 to 50 joints are compelled to operate. (N. B. They are *parallel* bearings, else they couldn't stand it at all).

These joints in the average chain are about 3-16 of an inch in diameter, by less than 1-2 inch long. *Think of it.* The bearing of the rear wheel, about 5-8 of an inch in diameter by 7 inches long, carries 100 pounds; the bearings in the chain, 3-16 in diameter by 1-2 inch long, have at times a strain of over 300 pounds. But this is only a part of it. After all the talk about refinement, hardened steel, etc., in the axle bearings, there have been * * * [In accordance with our note at the head of Editorial Column, we eliminated what followed as being of a "disparaging" character. On notifying Mr. Elliott of this, he sent us to replace the eliminated portion, the following, which we insert:—ED.]

"Let dogs delight to bark and bite,
And all the world excuse it,
But dogs don't pay the WORLD for space,
And be forbid to use it"

Then we see advertised various kinds of chain grease, by the use of which you can pollute the *outside* of the chain (which ought never to be oiled under any circumstances) without getting a drop in the real bearing that does the work.

It is often said that the proper test of a bearing is in coasting. This is only partially true, the *real scientific* test is to strike the empty pedal with your finger and see how long it will "spin." Any horny handed repairer can tell you that the wear on the back side of an axle caused by the pull of the chain is three times as much as the wear on the bottom of the same axle occasioned by the weight of the rider. If you want to test a bicycle, axles, chain, pedals and all, at once, go *up* hill, and the steeper the hill the more you can find out about it. In comparing two machines, don't forget any possible difference there may be in gear. Don't bother with trigonometry or square root, but place the machine with one of the pedals at its lowest point, make a chalk mark on the floor under the centre of pedal (never mind the *wheel*), roll machine until that pedal again comes in the same position and make another mark, place the other machine at the first chalk mark, roll it to second, and you will *know* then, something you might otherwise *guess at.*



We came near forgetting to say that *our* driving chain is hardened steel (*both* bearing surfaces) the centre of each link is filled with an absorbent material (wool felt) which effectually excludes all dust and holds enough oil so that we have known them to run well for 13 months without attention. During the last four years we have put into practical use a large number of these chains, and we find them to be fit companions for the Hickory Wheels, so "we back 'em up."

STERLING ELLIOTT, = Newton, Mass.

Of all sad words, by tongue or pen, the saddest are these: I haven't seen Elliott's Catalogue.

Holmes' Thigh Stocking



Price $2.50.

Double heel and toe.

Send Stamp for Catalogue.



KNEE PANTS.

(Patented.)

810. Heavy Rib,

Improved double seat and pocket.

FULL PANTS.

(Patented.)

828.

Heavy Rib.

Improved

double seat,

strap & pocket.



No. 884. Heavy Rib.





3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.

3—1. Black, navy, grey mixed, stocking, $1.25.

1—1. Black, navy, grey mixed, stocking, $1.00.

Athletic and Gymnasium Garments Manufactured by

HOLMES & CO., 109 Kingston St., Boston.

THE LATEST CRAZE

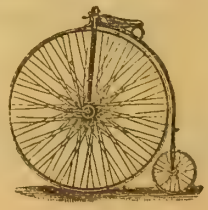
is the Safety, and the price of ordinary wheels is going down with a crash that is very sickening to all the dealers. We are still ready, however, to take ordinaries in trade for all styles of new Safeties and if you can't make figures with your nearest local dealer, you had better write to us; also, **SEND YOUR NAME IN FOR A COPY OF OUR 1890 CATALOG,** which will be the finest thing in its line of the season.

ST. LOUIS WHEEL CO., ST. LOUIS, MO., 311 N. 14th St.

Second-Hand Wheels and Typewriters

of all kinds bought, sold and taken in exchange on any new wheel in the market, Safeties included. Always in the market to buy large or small lots, New or Second-Hand Wheels, for Cash, when prices are right. We constantly carry 400 to 500 Wheels, including many rare bargains in **SECOND-HAND STANDARD MAKES. NEW WHEELS** (bought in job lots) at greatly reduced prices. Liberal discounts to agents.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.



'CYCLES ON EASY PAYMENTS,

with no extra charge except interest. Manufacturers' agents for Victors, Columbias, Champions, Eagles, Stars, Springfields, Warwicks, Ramblers, Crescents, Vineyards, Ottos and ALL other Cycles made in or imported to this country. Prices guaranteed low as the lowest. Low rates by fast freight or express—13 railroads. Send for 40 page Illustrated Catalogue, with full particulars, payment plan, and second-hand and bargain list.

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L. A. W. BADGES,

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C. H. LAMSON,
177 Middle St, Portland, Me.

FOR SALE—A Safety bicycle, never ridden. Price $2 50. An elegant filled gold miniature safety bicycle, worn as a watch charm; very showy and attractive; the best novelty ever offered to wheelmen. Sent postpaid on receipt of price. DURYEA JEWELRY CO., 71 Nassua St., New York City.

IF you want to buy, sell or exchange your wheel for books, stationery, type writers, organs, buggy, cigars, etc., write to JOHN G. ZOOK, LITITZ, PA. He has the best second-☞ list in the U. S. A $250 Humber Tandem, used 50 miles, at any reasonable offer, and a score of other bargains. Don't buy before you write to him. Kodak Camera wanted.

FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, $14.00, $15.00, and $16.00. Cutters, Home Trainers, etc. Send for circulars. M. A. WOODBURY, Bradford, Pa.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

WANTED—Old gold and silver, full value paid. Packages received by mail or express remitted for same day. PATTON & CO., Manufacturing Jewelers, 59 Main St., North Adams, Mass.

A. O. VERY,

New England Agent for the

Warwick "Perfection," "Union"

—AND—

"Giant" Cycles.

—ALSO—

The Standard Sewing Machine

173 Tremont Street, Boston.

AGENTS WANTED,

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on receipt of 50 cents in stamps. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

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FOR SALE—New Victor Safety; bought in Oct., 1889; never out of the house; young man sick ever since. $110. H. BAKER, 606 Hamilton st., Allentown, Pa.

FOR SALE—50-inch Harvard, in good order; tires show but very little use; finish good; balls to front wheel, cone to rear; new Fish saddle, tool bag and tools. Will sell for $35.00. GEO. LIGHT, Purdy Station, Westchester Co., New York.

TWEL TANDEM BICYCLE for sale, cheap. New last fall; ridden *less* than 300 miles. H. B. WIESE, Bordentown, N. J.

FOR SALE—New Safeties, one '89 Victor, the other a Swift, never used. Address EDW. P. BURNHAM, Newton, Mass.

FOR SALE—Ladies' Quadrant Tricycle, perfect condition, cost $185. Highest offer over $115 takes it. ARTHUR CASTLE, 177 W. Main st., Rochester, N. Y.

FOR SALE—Bargain. 48-inch Singer's Apollo Bicycle, '89 model. G. E. NEWCOMB, 43 West st., Room 21, Boston.

WANTED—A Western wheelman, well-known throughout the West, wishes a position as salesman or advertising man for a bicycle firm, where hustling is needed. Can furnish good recommendations from prominent Western wheelmen as to capability. Address "SALESMAN," care Bicycling World, Boston, Mass.

COLUMBIA TANDEM BICYCLE—King of R. Lamp; bell; luggage carrier and tools. A BARGAIN for any one wanting tandem. Address JOS. ROYAL, 1722 North 10th st., Philadelphia, Pa.

FOR SALE—A New Mail Safety, in good condition, with cyclometer. E. H. NORRIS, 18 Mason st., Cambridge, Mass.

NEW AND SECOND-HAND

Bicycles and Tricycles.

Get our prices on second-hand wheels before purchasing.

REPAIRING

of all descriptions at reasonable prices.

SIDWELL & SABEN

182 Columbus Avenue,

BOSTON, - - MASS.

"To God's Own Country."

WANTED.

A good, steady boy, from 14 to 19 years of age, who has worked from 1 to 3 years at Bicycle Repairing. A good home for a good boy.

Address immediately, stating age, experience, and send recommendations from last or present employer, also state salary wanted.

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CYCLE CASTLE, 49 MORRISON ST.,
PORTLAND, OREGON.

UNABRIDGED!!

Catalogue of Bicycle Sundries ready for mailing in a few days.

Send a *Postal Card* for a copy to

HOWARD A. SMITH & CO.,
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Cor. Broad and Bridge Sts.,

NEWARK, - - - N. J.



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Manufacturers and Importers of

CYCLING GOODS,

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COLUMBIAS, STARS, VICTORS, G. & J.'S, PSYCHOS, HARTFORDS, GALES, ETC.. ETC.,

In addition to a full line of Boys and Girls' Machines.



OUR STANDARD CEMENT

Is known all over the United States. It has been in use for several years, and we can recommend it as being equal if not superior to the best imported.

Satisfaction guaranteed or money refunded.

Price in sticks, 20 cents; in bulk, $1.20 per pound.



Adhesive Tire Tape

is one of the handiest accessories for carrying in the tool bag, is quickly applied, very strong, and will last for hundreds of miles' riding; invaluable in case of accidents. Price per package, 20 cents.

Z. & S. Bundle Carriers.



Made to fit the handle bars of all the safeties, also the mud guards. By using our patented principle of hinged plates, we are enabled to place a carrier on the safeties that is an ornament. Can be set wide apart for a long bundle, close together for a short bundle; is exceedingly strong, and warranted to carry 50 pounds without wearing the machine or being in the way of the rider. Price, $1.25.

Standard Gloves	$1.00 and 1.25
Z. & S. Hose Supporters	35c. and 50c
Punnett's Pants Holders	25c
Handy Hooks	10c
Stockings	$1.00, 1.25 and 1.50
Bells	50c. to $2.50
Drinking Cups	40c
Lamps, from	$2.25 to 7.50
Locks	50c. to $1.50
Bicycle Horns	$1.25 and 2.25
Cyclometers	$5.00 and 10.00
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Newark Enamel	50c

Etc., etc.

Send for Catalog.

SINGER CYCLES.

OVER 65,000 IN USE.

FEBRUARY, 1890

In the pages of our catalogue for this season, we submit to your notice an assortment of Singer cycles, from which the selection of a suitable machine may be accomplished without difficulty.

Our various patterns have been fully tested by many thousands of riders of our cycles, and the general principles of our 1889 patterns have been found to be almost incapable of improvement. We have, therefore, confined our attention chiefly to the revision and perfecting of details, and to reduction in weight; and, although this has entailed considerable cost, we have been able to somewhat reduce the prices of last year.

WITH REFERENCE TO QUALITY, WE RELY UPON THE INTRINSIC MERIT OF OUR CYCLES, AND THE RECOMMENDATION OF THOSE USING THEM, FOR A CONTINUANCE OF OUR INCREASING TRADE.

Our workmen are continuously employed, winter and summer, and thoroughly understand the class of work we require. NO SECOND-RATE MACHINES ARE MADE; all the parts of our cycles [except saddles] are made in our works, special machinery is extensively used, and by these means we are able to produce cycles of the best possible quality, at moderate prices. WE CARRY IN STOCK AT THIS DEPOT, A FULL LINE OF PARTS OF ALL OUR MACHINES.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - BOSTON, MASS.

1890

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HAVE YOU SEEN IT?



OFFERED

AS THE

BEST AND HANDSOMEST SAFETY YET PRODUCED.

SEE IT AND GET CATALOGUE SURE.

Unasked for Testimonial of the 1890 Model New Mail, from a dealer in all makes, and one of the best known Wheelmen in the Country.

FEB. 18, 1890.

MESSRS WM. READ & SONS:

Gents—I tried your wheel for a little spin this morning, and must say,—it runs magnificently; in fact, I see scarcely any use for having handles on the machine at all—it steers so easily without hands, even while riding at a very slow pace.

I do not think this wheel can be recommended any too highly, and predict for it a very large sale the coming season.

The Spring on the Front Forks works to perfection, and is a most valuable improvement. And I am,

Yours truly,

———.

ADDRESS

WILLIAM READ & SONS, - 107 Washington St., Boston.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 28 FEBRUARY, 1890.

THE athletic papers all over the country are just now busy interviewing prominent athletic club men, on the attitude of the League on racing matters, and the hot shot of indignant protest is being directed towards the League Racing Board in a manner to make the timid League member shake in his boots.

All we ask of those who are apt to be carried off their feet by this flood of argument and protest, is to delve below the surface and see which organization is the more consistent in its avowed capacity as fostering amateur sports and athletics.

By turning to any dictionary the definition of amateur can readily be ascertained.

The original intention of these amateur clubs and associations was to encourage the amateur athlete. Now let us see to what extent some of the clubs which hold membership in the A. A. U. are fulfilling their supposed mission.

It is a notorious fact that very many of these clubs have men who pose as "*American* champions" in their specialties, who were born, educated, trained, and achieved prominence as champions in other lands than America, and as soon as their claims to pre-eminence in Great Britain were established, their services were secured by these different clubs, and they were foisted upon the American public as *bona fide* American champions.

It is also a fact that the occupations of some of these men is merely nominal, and that in reality they are at the beck and call of the club managers to go hither and yon, as may be deemed necessary. These men practically live on the clubs which they represent, paying no dues, living at the club training table, and in many instances living at the club houses. A very soft snap, no doubt, and one that we do not blame the recipients for taking advantage of, *but*, can such methods be said to foster and encourage amateur athletics?

The League has always been consistent in fighting all tendencies toward promateurism; it has always inflexibly set its face against these methods. The first stand taken by the League was in 1886, when the Racing Board sat down on promateurism as represented by such men as Rowe, Hendee, Rhodes, Ives and others. Immediately a shout was raised, the League was threatened with annihilation, and to accomplish the threat the A. C. U., with Mr. Ducker at its head, was formed. What was the result? The League calmly went on its way disqualifying men, among whom were the cracks of the racing track. By this apparently fool-hardy proceeding the A. C. U. was strengthened, and even the friends of the League feared for the results. The A. C. U. to-day only exists in history, and very brief history at that. The League survived. From then until now the League has consistently opposed all tendencies towards the paid amateur system. As an organization of amateurs, it believes that the amateur's interests should be first and foremost, and it is still consistent in refusing to affiliate with organizations which foster and encourage the so-called promateur, a man who to all intents and purposes is a professional. It is on these principles that the League is standing.

Those who believe in the methods of some of the amateur clubs of course will side with them, and probably we shall lose many of the present prominent racing men, but it behooves the ordinary League member to ponder well before he casts his influence against the League and its endeavor to keep the amateur and professional distinctly apart.

W. D. BANKER of *Pittsburg* declares that he will prove true to the Berkeley Atletic Club of *New York*. He says he will ride for the Berkeley despite all the rules of the L. A. W. If any argument was needed to prove that the L. A. W. is right in the position taken, we think that Mr. Banker's assertion, if correctly reported, is sufficient in itself.

THE action of the National Assembly in accepting the report of the Committee on Rights and Privileges with Mr. Potter's name attached thereto, is variously regarded. By some it is considered as establishing a precedent that the President has no right to remove an official whom he appoints. We do not think that the mere acceptance of a committee's report in any way binds the Assembly, or establishes a precedent binding upon future meetings. The vote, however, indicated the sentiment of the meeting as to the removal of Mr. Potter. The right of the President to make removals should be governed by fixed rules and the law, and not by the caprice or opinion of a meeting.

The question arises whether the President has the right to remove. On this question much can be said on both sides as the rules now stand, but we do think that in an organization like the League the right to be heard before some committee should be accorded the committee man whose removal is suggested and desired by President. Some rule should be adopted, so that hereafter questions like the one under discussion could not possibly arise.

The question now comes up, was the removal of Mr. Potter justified by the circumstances?

It seems that the President writes to a *member* of a committee (not the chairman) and asks him to prepare a bill for the improvement of roads. This request if made to the proper committee, we believe should have been made to the chairman, and the reply should have been made by said chairman, in behalf of the committee.

Now as to the position of Mr. Potter in refusing to comply with the President's request. On a careful reading of the duties of the different committees, we think that the Committee on Roads Improvement was the committee to apply to requesting the drafting of a bill such as Mr. Luscomb requested, and not the Rights and

Privileges Committee. We are of the opinion that it is not part of the declared duties of the Committee on Rights and Privileges. It is the evident intention of the By-laws that all matters relating to the improvement of highways should be in charge of Roads Improvement Committee, and not the Committee on Rights and Privileges.

We have arrived at these conclusions after careful reading of the By-laws, and in conclusion we would say that no one need have any anxiety as to the future. The action of the meeting in New York may prove a valuable lesson, but cannot control the future, or establish a precedent.

ERRATUM.

PRESIDENT LUSCOMB'S REPORT.

In our last issue, by an error of our foreman, one of the most important paragraphs was omitted. We regret this as the report as printed was not the report in full as we stated. We take occasion to correct the error and offer apologies to Mr. Luscomb for the error of omission we made.

On page 357, second column, and between the second paragraph, commencing "Messrs. Perkins and Cossum, etc.," and the third paragraph, commencing "It is discouraging and unjust, etc.," the following paragraph was omitted:

"It is a difficult matter to understand, that in the face of the national movement, petty, jealous and unreasonable opposition should be developed, but it is unfortunately the fact, and both in New York and Massachusetts the Chief Consuls are apparently in fear of some interference with their prerogatives, while in Ohio there is apparently much reluctance to yield that support to the movement it merits."

The above paragraph was in the report as read by President Luscomb to the National Assembly, and it is therefore necessary that the report as printed in its emaseculated condition in ours of the 21st be corrected by the insertion of the sentence as printed above, and which sentence was erroneously omitted.

ANNUAL MEETING AND SUPPER OF THE RHODE ISLAND WHEEMEN.

The annual meeting of the Rhode Island Wheelmen, of Providence, R. I., was held Monday evening, Feb. 10th, at which officers were elected for the coming year.

The election was characterized by perfect harmony, every officer being elected without the least opposition.

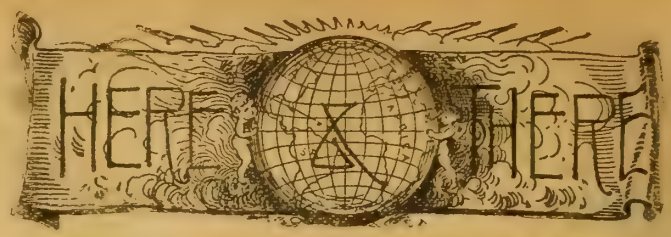
Following close upon the annual meeting and election of officers of the Rhode Island Wheelmen came the annual supper of that club, which was held in their rooms last Thursday evening. Covers were laid for seventy-five, one long table being placed in the main hall, while three overflow tables were placed in the parlor and reading room. Your obedient servant "Elnod" was placed in charge of the tables in the parlor, to see that the boys kept quiet, and any one present can testify that he performed his duty faithfully.

The boys were in the act of surrounding the wish-bone of a "turk," when Perkins noticed one gentleman who had not up to that time sat down, and not knowing whether he was "wid us or agin us," he at once resigned his chair to the supposed guest, when to his chagrin he discovered that he was talking to the head waiter. We are now smoking Grabeolas on "Perk."

The supper was one of Pettis' best, and it is sufficient to say ample justice was done to same. After the gastronomical inclination of the inner man was completely satisfied ex-President Spiers was introduced as toast master, and the following gentlemen responded to their respective toasts in an able manner. "The League," Dr. W. H. Emery, of Boston; "The R. I. W.," Geo. L. Cooke; "The Ladies," Jas. A. Kinghorn; "The Road Improvement Committee," W. M. P. Bowen; "Science of Wheeling," by Dr. E. Y. Bogman; "Our Captain," H. L. Perkins. After his speech, Mr. Perkins read letters of regret from W. W. Windle, C. W. Fourdrinier, F. P. Prial and Abbot Bassett. Mr. Bassett's letter caused much laughter as it contained some of his "Death Dealing" poetry. Dr. Bogman also read a selection of poetry, each verse being a shot at one of the boys.

At the conclusion of Dr. Bogman's poetry, speeches were made upholding the different styles of wheels.

The festivities were brought to a close shortly before midnight, and it is needless to say the second annual supper of the Rhode Island Wheelmen will long remain in the memory of the participants. ELNOD.



BOSTON NOTES.

"TONEY."

The Medford Bicycle Club is an organization that one seldom hears from yet, notwithstanding that fact it takes a prominent position in the affairs of Massachusetts cycling events. It seldom ever fails to turn out a goodly number of members on the occasions of union runs, and on these runs a well-developed and manly young fellow rides at the head. This gentleman is Arthur J. Cushing, the Captain of the club, and it was mainly through his efforts that his fellow members enjoyed such pleasant rides during the past season. Captain Cushing was born in Medford, Oct. 31, 1867, and in that little town he gained his education, graduating from the Medford High School in 1884. Mr. Cushing has only taken sctive part in cycling during the past few years, yet he holds the six and one-half mile record for Waltham course. He won the Waltham road race for two successive years, and in 1885 won first place in the Medford road race. At one time he was the assistant teller of the Maverick Bank, but at the present time is connected with a prominent carpet warehouse of this city. He was one of the charter members of the club, which was permanently organized on the first of September, 1888. Since then the club membership has materially increased, aud now it has a membership of 40, with bright indications for a prosperous future. Messrs. George H. Perry, Edward T. Bigelow and Captain Cushing are considered the fastest riders of the club, they having never been beaten in their five years of riding. There is a brilliant future for the town of Medford, and as its population increases, so may the club membership and the benefits to be derived form the sport of cycling.

One of the funny results of mixing the babies up was brought to my attention while reading the account of the Boston Athletic Association indoor games, in the *Globe*. Glancing at the report I saw what was supposed to be a cut of Vice Consul Emery, and under it was the following: "Dr. N. W. Emery, Vice Consul L. A. W." As I could find no reference in the story to the Chief Consul, and knowing that he had gone to New York, I jumped to the conclusion that some one had got the babies mixed, and instead of saving the cut until Dr. Emery was elected Vice President, they had accidentally used it in connection with the B. A. A. story.

At last the most important League question is settled, and one can expect to see the newly-elected League officers commence their administration with a will that shall plainly show that they propose to run the affairs of the national body in a systematical and business-like manner. In the election of last Monday the Massachusetts men achieved a great victory, notwithstanding the withdrawal of Mr. Luscomb and his ticket.

It is rumored around cycling and athletic circles that the tournament of the Harvard Club will this year be run under the rules of the Amateur Athletic Union, and that the rules of the L. A. W. will totally be ignored.

One of the members of the Somerville Cycle Club made a record as a bad weather rider last Sunday. He borrowed Capt. Cubberly's wheel and rode from the city to Somerville, being about the only wheelman in the State who travelled on a wheel through all the mud and slush of that Sabbath day. When he reached the club rooms he was covered with dirty snowflakes, and was bemoaning his hard luck. Capt. Robinson went sleigh riding in the afternoon and returned in a boat.

The racing fraternity are pleased with the recent action of the Racing Board in re-districting the country. The racing men of New England will now have a chance to compete for the championship of district 1, and the winner and second man will be eligible to compete for the National Championship.

The annual meeting of the Boston Press Cycling Club will be held next Monday afternoon, when a new set of officers will be elected, and steps taken towards holding an annual banquet. I should like to see some new man take the position of captain, so that Kerrison will not have the chance to make arrangements with the clerk of the weather for rain on the days for which he might

call a club run. If I remember right he called several runs during the past season, and on every occasion but one it rained like the Old Harry. Yes; and it was he that spoilt the trip the cyclists proposed to make to the Squadron of Evolution on Thanksgiving Day, by being one of the committee on arrangements. He seems to be unfortunate in securing good weather.

THE Yale Bicycle Club is rather dilatory in accepting the challenge for a road race, thrown down by the Harvard Bicycle Club. The members of the latter organization are particularly anxious to have another "go" on the road with the New Haven men. Should the Yale men refuse to accept the challenge there will be a great weeping and wailing and gnashing of teeth somewhere in the vicinity of classical Harvard.

CAPTAIN "BILLY" NEWMAN and other Cambridge riders propose to endeavor to form that new bicycle club in Cambridge as soon as the spring sets in in good earnest. There are enough good riders in that place to organize a club that will take the position of the old Cambridge Club.

NEW YORK.

"HAWKSHAW."

"WHAT have you got in that package, Smart Aleck?" I asked, as I met that individual on the elevated railroad, bound towards the club. "Oh! that's my new helmet. One can't be too careful nowadays in trying to avoid sun-stroke," he replied, and as I lapsed into silence, I could not help thinking how very much the seasons had changed.

WHAT a lot of old timers I have met this week! The L. A. W. Board of Officers fairly bristled with them. There was Sam Clark, the individual who acted as Chairman at the first meeting of the League of American Wheelmen, at Newport, and who suggested its present name. Dean and Fourdrinier, who went clear back to the birthday of cycling, and I don't know how many more besides. To tell the truth, the gathering of such an aggregation of cycling graybeards has so tinged my thoughts with pleasant recollections of the past, that I can hardly see anything good in the present, which is, of course, a fault of mine, not of the times. But those were good old days, at that. Then we used to think a 4-inch handle-bar, and an 8-inch head, were perfection in a cycle. The rule of thumb then said that a machine should weigh a pound per inch; i. e., a 50-inch wheel 50 pounds, a 60-inch 60 pounds, and so on. We declared then, in our wisdom, that a wheel could not be built lighter than this with sufficient strength and rigidity. We used to admire a 60-inch gold-plated wheel that Wm. M. Wright rode, as the very utmost limit of cycling magnificence, while R. V. R. Schuyler, on a 64-inch wheel, equipped with gold plate and ivory handles, just struck us as positively superb. Well, well, how things have changed, or rather how we must have altered; we no longer see, expect or desire such monstrosities, and yet we still maintain that things are not what they were, with a most doleful shake of our heads, meant to express our ideas, that the glory of cycling lays in its past, not its present and future. Probably the reader thinks we are a lot of old fools. Well, perhaps we are, but then, as it affords us pleasure to be so, don't disturb us, and we will be satisfied. I would give more, considerably, than I am worth, though, just to go through the first L. A. W. meet in Boston once more, with the same men and surroundings it had then.

Do you know man prides himself upon his strength, and in doing so frequently is unjust to the weaker sex, who share his joys and sorrows? Well, if you don't know it you certainly haven't studied your own sex very much. Many a man is to-day a rider who would never have set astride a wheel, had he not heard some fair lady remark, "isn't that nice?" as a man on a wheel sped by, which at once put him in the position of being forced to do the same thing, to get the same praise. Last summer I saw a very striking example of this state of affairs. I had ridden up to spend a couple of days with an old club mate, who had seen the error of his ways, and taken to himself a wife and a suburban residence. Arriving at his hospitable establishment, I was soon made at home, and naturally after dinner our conversation drifted to wheeling, and in the course of the conversation I was informed that my host's wife had been induced by him to take up cycling, and was the owner and rider of a ladies bicycle. As I looked at the delicate woman who sat opposite me, I could not help wondering how the strength necessary to propel a wheel, could be stored beneath so fragile and so fair a frame work. Next day my friend proposed a trip a-wheel, and I was pleased to find that his wife was to make one of the party; I say pleased, because really I was, not only for the sake of her company, but also from the fact that I thought that she would act as kind of a ckeck upon my friend's scorching tendencies, which prior to marriage, had been a very prominent characteristic of his riding. We had not gone very far, when I made up my mind that I would have all I could do to keep up with the procession. A strong head wind greeted us on our return journey, which made us bend over the bars, and left little time for talking; always in the fore, that little woman in a gray riding habit, kept with us, until I for one, became almost ashamed of my inability to get ahead of her, but try as hard as I would, she still held her own, smiling and serene. Finally the last mile degenerated into a regular scorch, and to our everlasting disgrace, my friend and myself beat the lady over the line, but with nothing to spare and no credit to ourselves for the performance. After a bath, dinner found us all again assembled, and my guilty conscience forced me to apologize to the lady for my share of the homeward race, and at the same time I complimented her upon her great ability as a wheelwoman. Her husband though, was not so generous, and declared, which was not true, that we could easily have left her a long ways behind only for our compassion for her, etc. The lady, however, didn't propose to have what she knew was a creditable performance, thus belittled, and ably defended herself, saying among other things, that her habit made a great deal of difference against her in a finish against a head wind, etc. I took the part of the lady, and we succeeded in getting my host pretty well nettled. After a lengthy, wordy war, a challenge was given and accepted, and the result was, what I think was the funniest wheel race that was ever contested. The agreement was, that my host and his wife were each to exchange costumes, she to put on his uniform and he to don the skirts of her riding habit. The course was to be six times round the circular driveway, upon the lawn in front of the house, which my friend declared would make the race just about a mile in distance. Finally all preliminaries were settled, and we adjourned to the lawn for the contest. The start was to be from a standstill, and I was to push off for the lady, and the housemaid was to act as starter for her master. The start was a ragged one, because the master in skirts felt far from being at home, and the maid had never before acted in any racing capacity. Round they swept, and the end of the first lap showed my old friend, the scorcher, well in front, but not riding any too easy, while a far-away-Moses look in his eye, seemed to show that he didn't have any too much self reliance. Conditions changed not, until I notified them it was the last lap, and then it was an easy thing to see that the gray mare was the better horse; riding like a veteran, that little woman just seemed to leave her husband standing still, and she crossed the line the easiest of winners. I hadn't time to congratulate her before an awful crash was heard, and the vanquished husband went down in a cloud of dust. He had managed, he told us afterwards, to get his skirt caught in the chain and that threw him, but I always though he just fell off from pure vexation.

ST. LOUIS.

"LINNEUS."

THE first smoker and athletic entertainment of the season was given by the Missouris at their pretty club house last week, and it was without a doubt the finest one of its kind ever given here. Fully 125 cyclists were present and were well taken care of by the Reception Committee headed by Captain Hildebrand, who furnished each new comer with pipes and cigars, with the injunction to "smoke and be merry." The entertainment opened with a stirring address by President Chauveuet. His speech, which was a cyclist's speech, made a profound impression on all those present, and was loudly applauded. The Imperial Banjo Quartette then gave a number of fine selections, following which the West End Mandolin Clnb, headed by the energetic Charlie Peck, gave the "Fisher Maiden" and other selections, and were applauded to the echo. A banjo solo by C. W. Barstow, Jr., was the next thing on the programme, and was so well received that its repetitions became necessary to satisfy the audience. Harry Jordan here gave one or his excellent exhibitions of trick riding, and despite the fact that he rode a strange wheel, some two sizes too large, he did well. His riding was followed by sparring between Messrs. Brown and Williams, and Brown and Maloy. Messrs. Morris and Victor, the champion middle and heavy weights of Missouri, here made their appearance, and gave a beautiful exhibition of boxing, consisting of three three-minute rounds, and the applause shook the building. Refreshments were then served, and after the inner man had been appeased, dancing commenced to the music of the Mandolin Club present, and was kept up to the wee small hours. Percy Stone got up an artistic programme for the affair at his own expense, and to him also belongs the greater share of the credit for making the entertainment the success it was.

THE Cycling Club will shortly give a progressive euchre party at their club house, to which the lady friends of the members will be invited. Everything will be done to awaken greater interest in feminine cycling, and it is expected many converts will be made.

A SPECIAL meeting of the Missouris will be held to consider a proposition from a prominent athletic club, looking towards a con-

solidation, but as the latter have embodied in their proposition several articles which are meeting with strong opposition, it will not be consummated.

CYCLISTS who have ridden over that miserable piece of corduroy, called a road by courtesy, extending to Collinsville, Ill., will no doubt be glad to hear the property owners adjoining and contiguous to the road, held a meeting at Captain Allen's, at Canteen, the other night, looking towards macadamizing the road as far as the bluffs, some twelve miles, and adopted plans and specifications to be presented to the County Board for ratification. As soon as the work is completed the Collinsville run will be put on the regular list.

THE revival of the Manchester road race has brought forth some unfavorable criticisms, and to get at the correct concensus of opinion, Percy Stone sent out a circular letter asking the following questions: First—Do you think a revival of the Manchester road race would be a benefit to cycling in St. Louis? Second—Do you think it would cause contrary legislation? Third—Is there, in your opinion, any possibility of the county authorities interfering? Of the answers received, four are favorable and two are against the first question; two answer "no" and four answer "yes" to question number two; to the last question, one answers "no," one "very possibly," one "it is not unlikely," one "most certainly," one "yes." From the above it seems the outlook for road racing is rather dubious. Some claim that the Manchester road race was the direct cause of the introduction of the Warner Bill. A great many others, including myself, do not think so, and look upon the said bill as class legislation liable to spring up at any time, road race or no road race.

VICE PRESIDENT SANDERS has called a meeting of the Track Association for Tuesday night, to consider the coming season's campaign, the improvement of the grounds, dues, and to elect a President. Road racing will be argued pro and con, and unless its revival is decided on, a pony tournament at the track will be one of the possibilities to liven up the spring campaign.

NEW HAVEN.

"ELM CITY."

IN the Orange race on safeties Messrs. Atwood and Norman competed, Mr. Norman winning. In the mile ordinary race, Messrs. Field and Fisher competed, Mr. Fisher winning. The floor was waxed, and it was very difficult to get around the corners on a high wheel. A Yale man won the one-half mile run, and Mr. Robberts the mile run. The prizes in the races were: a silk umbrella, safety lantern, traveling bag and bell.

THE score of the Connecticut Polo Team to date is as follows: New Havens, games won, 5; games lost, 0. Bridgeports, games won, 2; games lost, 2. Meridens, games won, 0; games lost, 5.

THE New Havens defeated the Bridgeports in Bridgeport last Wednesday, 9 to 2, giving them the State Championship. The New Haven Team has now won five straight games.

Two very exciting games were played with Meriden last week. The first was played in New Haven, Thursday eve, which was won by New Haven four to three. The Meridens lost two goals by the ball coming out of the cage, otherwise they would have won the game. Two bicycle and two foot races were given at the rink before the game.

FRIDAY night the New Havens defeated the Meridens in Meriden, playing a very close game. Score was 0 to 0, and New Haven won the tie.

WE had a pleasant call from Mr. W. M. Francis of the Hartford Wheel Club Sunday last.

THE New Haven Bicycle Club will hold a grand bicycle tournament Monday, June 9th, at the Elm City Driving Park. The Connecticut Division L. A. W. will hold its annual meet here the same day, and we promise a good time for all wheelmen. Make your plans to take in this meet ahead, and then you will not miss it.

WE have one of the fastest one-half mile tracks in the country, what used to be the Old Hamilton Park Track, where Hendee defeated Saunders Sellers in years gone by, and which holds to-day a few wheel records made five or six years ago, which have never been broken. It was on this track that the New Haven Club used to hold its race meets when Billy Thomas, Fred Benton, S. Arthur Marsden and others were interested in the club. We propose now to revive the racing interest in New Haven by giving a first class tournament. The races will be run under L. A. W. rules, and no professional events; we shall have the fastest amateurs in the country there. The committee having it in charge are A. G. Fisher, G. A. Picket, W. F. Perkins, F. W. Kinney, E. J. Perkins.

THE New Haven Club held a very pleasant "Ladies' Night" last week. The rooms were well filled with members and lady friends. A light lunch was served. Much praise is due to Mr. G. V. La Heup, Chairman of the Committee in charge.

PROVIDENCE.

ONEONUM.

So "Oneonum" still remains an unknown quantity, perhaps because several weeks have passed since I have had the pleasure of being with the boy; having been called away from the city on business but fortunately returned in time for the annual supper of the wheelmen, which proved to be one of the most enjoyable the club has yet known; this year it was held in the club rooms on South Main street. The party that set at table numbered upwards of seventy, and did justice to the ample and well served collation which was all that could be desired. Ex-President J. L. Speirs presided and acted as toastmaster and the speeches and witticisms were heartily enjoyed by the boys. The club guests present were Dr. W. H. Emery, Chief Consul of Massachusetts Division, who made a strong speech in behalf of the L. A. W. Chairman Bowen of the Road Improvement Committee made a most excellent speech and handled this important question in a masterly manner. Superintendent of Parks Hathaway was also present together with W. H. Russ of Massachusetts Legislature, President Bliss of Bristol County Wheelmen, and President Bucklin of the Rovers of East Providence. Letters of regret were read from Secretary Bassett, Editor Fourdrinier, Chief Consul Davol and W. W. Windle.

THE well written prescriptions from the club doctor (Bogman) suited the boy exactly and showed that the cases had been diagnosed by one thoroughly conversant with their peculiarities.

THE annual election passed off pleasantly, everybody seemed satisfied, and the club starts out upon another year with a full corps of new officials.

A TELEPHONE can now be counted among the attractions in the club rooms of the Rhode Island Wheelmen. The call of 831-4 is almost sure to bring "Elnod" to the wires, especially if there is any suspicion that the call is from Warren.

The House Committee contemplate quite a number of improvements, and if everything goes well the club rooms bid fair to become a very attractive place.

PROVIDENCE can now boast of a Ladies Cycling Club, and if an enthusiastic beginning is any criterion, the club promises to develop into something of importance in the near future, as it is composed of riders the majority of whom have proved to be excellent wheelwomen during the past season.

CHICAGO.

"THE STROLLER."

THERE is some talk that the athletic grounds on West Twelfth street will be put into ship shape order this spring, likewise the bicycle track there. I hope this may prove true. As it is, the mere rumor is sufficient to cause all West Side wheelmen to smile with joy. During Garden's absence in the effete East joyful Frank Riggs has officiated as manager, and has tried to cultivate the serious expression so peculiar to "Thistle's" classic brow when reading "Alert's" letters in the BI. WORLD.

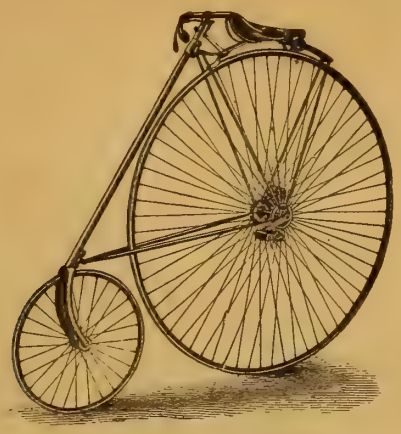
NEWELL, of the Illinois Club, has taken unto himself a better half, and it is now Mr. and Mrs. Newell. My congratulations to you, and may you have all the happiness that was wished you on your wedding day by your many friends.

I AM told that Ned Oliver has connected himself with one of the new cycle firms here, and has given up all idea of going into journalism in the Northwest, and I am glad to hear it. Oliver would be missed in the cycling world were he to drop out of it.

THE Lincolns enjoyed a very pleasant evening at their Valentine Ball Thursday evening. A post office, with valentines for all, was one of the taking features of the evening. There were over 75 couples present, in spite of the inclement weather.

MR. LANGWORTHY, of the Chicagos, met with a very painful accident recently, that may bar him from the pleasures of cycling in the future. Coming down the steps at his house his heel caught on the last step, causing him to fall, and resulting in a bad break of the knee cap. Mr. Langworthy is a very zealous and enthusiastic wheelman, and a conscientious worker for the good of the cause, and will have the sympathy of all wheelmen in his affliction, and their earnest wishes for his speedy recovery.

THERE is music in the air in the immediate vicinity of the Chicago Club, if the following dialogue, overheard recently, between the President, ex-President and Captain, is any criterion to go by. President—"The Captain should not be a member of the Board of Directors, '*ex-officio*,' etc., etc., and I am against it." Ex-Presi-



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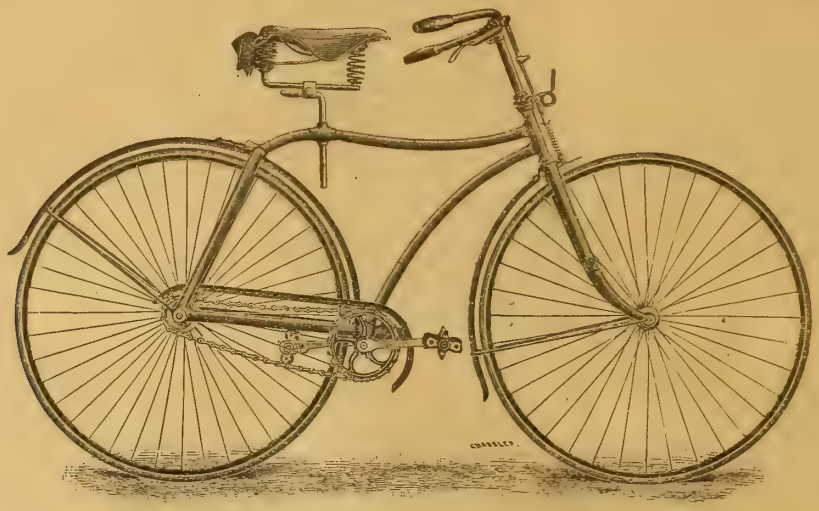
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Editorial in "The Cyclist," (Coventry, England,) Jan. 29, 1890:

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dent—"Why so? The Captaincy is an important office, and the Captain should have a voice in the Board, etc., etc." Captain, plaintively—"If the Captain isn't made a member of the Board of Directors I shall resign my office." Stranger, coming up to the group of three—"Can you tell me who is the boss of this club?" Chorus by ex-President, President and Captain—"I am." And the stranger concluded he would wait until the special meeting acted on the constitution and see who was right

THE Chicagos won a fine silver cup from the Lincolns last winter, in a pool contest. The Lincolns now propose to get even, and have challenged the Chicagos for a series of games at pool, billiards and indoor base ball, for valuable prizes in each series.

ALL the cycling clubs celebrated Washington's Birthday at their club houses in the evening, and the Washington Cycling Club more than laid themselves out in honor of the day, by giving a stag party that will be remembered for some time by all who were fortunate enough to be present. Musical selections, cornet solo, club swinging, etc., etc., filled out the programme, and over a hundred guests were carefully provided for by Caterer Eckardt with a delicious lunch.

IT is said that the Illinois Club have found more suitable quarters on Washington Boulevard, and will move into them about May 1st.

CHIEF CONSUL DAVIS returned home from New York early in the week, and with a complaisant smile and a happy expression on his countenance he related the details of the annual election at New York to an interested group at the club. At present he is considering the advisability of getting up a rousing mass meeting in the interests of general road improvement in this State.

THE Lincoln Cycling Club has subscribed a thousand dollars to the World's Fair fund, if held in Chicago, and I understand their subscription is larger than either the Illinois or Chicago's.

SYRACUSE.

"SALINA."

A REPUBLICAN MAYOR and Common Council were elected in this city the 18th of this month. For the past two years the Democratic party has been in power. One of the principal arguments which effected the change was the disgraceful condition of the streets. Very little money had been spent for their permanent improvement and though much had been expended for cleaning, the result was scarcely noticeable. The new administration promises to do better, and if there is any improvement cycling will be benefitted, for bad streets are the only drawbacks here.

THE Knickerbocker Cycling Club is agitating the question of moving into larger rooms and a committee has been appointed to look up a location.

G. HOWARD AVERY has suggested that on Labor Day all the members of the Syracuse Cycling Club come down to the club house and work. It is doubtful if Howard will follow his own advice for it has been noticed that on holidays he always goes to Rome. He spent Washington's Birthday in that city, the guest of A. I. Fuller of the Rome Bicycle Club.

MEMBERS of the Syracuse Cycling Club are talking new uniforms for next season. The question will be presented at the next meeting. It is likely that the L. A. W. uniform will be retained for road riding and a dress suit of black adopted.

A POOL tournament for the championship of America is being held in this city. Members of the Syracuse Cycling Club are attending nightly in large numbers to obtain pointers on the game.

BALTIMORE.

"ARGUS, JR."

THE Chesapeake Wheelmen are to have new uniforms. The one thing they require in what they adopt is, apparently, novelty. This they will get in a massive chunk, if they adopt such a uniform as is now being urged, and of which a couple of the members have had sample suits made. The cloth is of a yellowish fawn color, strikingly like the gunning suits which are commonly kept by ready-made clothing establishments and sold for $7, and whose only recommendation for the purpose intended, seems to be that their innate hideousness is too great to be added to by any possible occurrence.

J. M. MCFADDEN, of the New York Bicycle Club, was a visitor at the Maryland Club last week.

THE annual dress reception of the Maryland Club, which was to have been given February 14th, was indefinitely postponed, on account of the recent death of H. E. Brown.

CAPTAIN W. P. SWARTZ, of the York, Pa., Bicycle Club, was one of the guests at the dance given by the Chesapeake Wheelmen last week. He invited some of his hosts to attend the first hop of his club, which was given on Monday night.

DR. V. T. SCHLOSSER, of the Hagerstown Bicycle Club, was married on Wednesday, 12th inst., to Miss Iola Stonebraker, of Downsville. The ceremony was performed at Mount Moriah Church, ten miles from Hagerstown, and twenty of the doctor's fellow club members saw that things were done in proper shape.

I HAVE spoken once or twice of the hill climbing powers of Henry Dietz, of the Chesapeake Wheelmen. He has added materially to his reputation lately. We have here a succession of six hills, one block apart, and each three blocks long. I have never seen nor heard of their equal for grade and wretched cobblestone paving. Dietz tackled them one night recently, and climbed up and coasted down each in succession, without a dismount. His friends would very much like to see some of the crack hill climbers match the feat. And by the way, Dietz beat his own record on Windy Gates hill on Sunday last, by climbing it eight times in succession, without dismounting.

DAN BOWERS' unlimited smile will be missed for thirty days or so. Dan left for Havana on Wednesday.

THE Maryland Club's annual election will be held on Monday, March 3d.

NEWS AND COMMENT.

MR. LOUIS R. HARRISON, a well-known wheelman, a former resident of Boston, and at one time editor of the WORLD, has written a novel entitled "Rothermal, a Story of Lost Identity." We are in receipt of an autograph copy and at an early date we will review the same in these columns.

WE hear that E. H. Lawrie, the one and five mile safety champion of England, will visit this country during the coming racing season.

AFTER the meeting in New York last week Monday a lot of the delegates made up a theatre party and enjoyed the evening as a relaxation after the strain of the day's proceedings.

WHY would it not be a good thing for the L. A. W. and C. W. A. to meet jointly at Niagara Falls next August as suggested by a correspondent in another column?

IN all probability the Racing Board and a committee from the A. A. U. will meet in New York some time this week and discuss the racing question.

WE notice by the dispatches from Omaha that Gerwing is racing at the Coliseum with Dingley, Reading and other professionals. Can this be R. Gerwing who is at present a League member?

THE College Athletic Associations show a disposition to form a separate organization distinct both from the L. A. W. and A. A. U.

W. D. BANKER of Pittsburg says he will ride under the colors of the Berkeley Athletic Club of New York.

"PERSEUS" would not be "Perseus" did he not object to the way things are conducted at League meetings and elections. The gentlemanly contribution to *Sporting Life* speaks of the late meeting as being "the most partisan and unjust that that body has ever held; the action taken on some questions was in direct opposition to all precedents, and in one instance at least, ridiculous." "Perseus" alludes to the report of Secretary Bassett as being "flippant!" "Perseus" would be nothing were he not an "objector."

NOTWITHSTANDING the breeze over the racing question the League will not lose sight of the paramount matter of Roads Improvement.

MR. MILES of the *Referee* was among the visitors of cycling notoriety who visited the Hub last week. Mr. Miles is a hustler, and his paper, the *Referee*, is a reflex of all the good qualities of the man who edits it.

PRESIDENT DUNN and Messrs. Potter, Bull and others have been in Albany during the past week carrying out the instructions of the National Assembly in withdrawing the League's support from the De Peyster Bill No. 10, and giving its countenance and aid to the bill introduced by Mr. Potter on behalf of the New York State Roads Improvement Association.

CHIEF CONSUL EMERY stated at the New York meeting that the date of the Massachusetts Division meet would probably be during the first part of August.

AMATEURS will do well to remember that hereafter racing on the road with a professional for a prize or stake will disqualify them as amateurs.

MR. G. R. BETTS has accepted a position which will take him to Chicago. We make announcement in detail in another part of this issue.

THE headlines of the sporting and other papers suggest bloodthirstiness in their announcements of the differences as existing

between the L. A. W. and A. A. U. "The War is On," "War Declared," "Stand from Under," "War to the Knite," "A Bitter War Inaugurated," etc., etc. We have donned our dynamite proof suit, and we await the result in our bomb proof sanctum.

PRETTY early in the season to announce that the riding season has begun, but really the last season has never closed. The Century Wheelmen of Philadelphia, we believe, are the first club North to hold a race meeting. On Washington's Birthday the club held a five-mile team road race. Who says the Quaker City is slow?"

THE *Athlete* comes to us this week very nice and bright, with its new heading and its much improved reading matter. Mr. MacOwen is an able, bright writer, and we have no doubt but that as Editor-in-chief he will succeed in the future as in the more modest capacity of contributor he has succeeded in the past. We wish "Chris Wheeler" all manner of good luck.

AND so all wheelmen will have to go to Chicago in 1892. The lively Western Metropolis (Pardon us St. Louis) has secured the World's Fair—providing the Senate does not repudiate the work of the House. Well, we personally leaned towards Gotham, but as it is to be Chicago we know it will be a success. Chicago cannot do anything by halves. We congratulate Chicago, and now for a strong pull to help along the Westerners in their big undertaking.

"Do great calamities move in cycles?' asked Brown. "They frequently do in bicycles," said Smithers, who had recently left three layers of his nasal cuticle on a macadamized road—*Munsey's Weekly*.

THE Intercollegiate Association of Amateur Athletes held their annual business meeting in New York, February 22. It was arranged to hold the annual championship meeting at the Berkeley Oval, May 31st. It was decided to make independent bicycle rules for the use of the association. The invitation to join the Amateur Athletic Association was declined. It was resolved that the two-mile bicycle race be limited to ordinary wheels.

THE latest bosh put forth by those always anxious to hurt cycling is that it produces bow-leggedness. This is pure, unadulterated nonsense; cycling may develope certain muscles, but as to the bending the bones of an adult, that is absurd.

IT is said that George G. Shepard, of Niagara Falls, N. Y., has perfected a valuable improvement upon the electrical apparatus used in timing bicycle races.

JAMES RILEY, of Providence, R. I., is about thirteen years of age, but he has formed a decided liking for bicycles. Not having the necessary money to purchase one of the steel steeds, he stole one from William B. Healy and two from Walter H. Stone. In the District Court a few days ago he was sentenced to the Reform School during his minority.

ON Sunday, Feb. 16th, we observed an individual (whom we knew to be a cyclist) in a corner of one of the corridors of the Grand Union Hotel. He had his face to the wall and was going through the most mysterious motions. On drawing near we discovered that he was kicking himself and was singing the chorus of McGinty. Could the mysterious party have been "Tip?"

ONE curious feature of the late meeting in New York was the almost entire absence of local wheelmen during the time the delegates were in the city.

NIAGARA FALLS will be the place for the 1890 meeting of the League, and the dates will be Aug. 25th, 26th and 27th. Paste this in your hat.

"THE League of American Wheelmen is engaged in a good work in the direction of securing better roads, and it is to be hoped that its efforts will be continued until the roads are more intelligently controlled and improved." So says the Cincinnati *Enquirer*, and in reply to the hope expressed, we think we can pledge that the League will be pertinacity itself on the subject of better highways.

WE would like to know if any lady has a better record than 2500 miles for the season of 1889? The above stands "best" so far as heard from, and the above figures belong to Miss Bummell, of Bufialo, N. Y.

THE Harvard Bicycle Club will give a race meeting on or about May 17th, in which not only events will figure but inter-collegiate and inter-scholastic events will figure. The club intends, if possible, to have the corners of the track on Holmes' field raised. This will not hurt the track for running, and will make it one of the fastest bicycle tracks in America. To meet these and other expenses the club is busy raising subscriptions. They hope to be able to raise enough to make the meet thoroughly successful.

AT last it has come, and our dream is to be realized. A certain St. Louis genius has invented a cycle, which, after it is started, will run itself (?). * * * "To set the curious machine in motion the rider leans forward, thus changing the centre of gravity and causing the wheel to revolve. The next move is to re-establish the centre of gravity, but according to the inventor the centre cannot be found and the wheel continues revolving, gaining speed at each turn. There is no limit to the speed obtainable. The edges of both wheels are grooved, and can be used on a railroad track as well as on the ground."

JUNE SNEED, a conductor on the East End dummy line, of Memphis, Tenn., has proven himself an expert on the railroad tricycle, and the fact that as a mode of transportation it is much superior to the dummy. Starting ahead of the 8.20 train at the race track the other morning, he easily distanced the dummy, beating it to the station by 500 yards. The race afforded much amusement to the passengers on the train.

THE Capital Cycle Club at Washington, D. C., held a convention on February 22d (Washington's Birthday), to determine upon a location for the World's Fair. It was presided over by Speaker Reed, impersonated by Mr. E. E. Stevens. Chicago was represented by Mr. T. C. Tipton, Washington by Mr. J. R. Littell, New York by Mr. G. A. Lyon, Alexandria by Mr. C. G. Allen, St. Louis by Mr. Henry W. Olds, and Ender, Texas by Mr. T. P. Borden; Mr. C. F. Bacon, as the World's Fair, Mr. J. McK Borden as Uncle Sam, and Dr. G. F. Johnston, as the United States Senate. The participants and the United States Senate took their parts well. Uncle Sam awarded the World's Fair to Washington, who invited the Congress to partake of refreshments, which were served in the back parlor. The speeches were very funny, and many good points were made by the speakers.

LOCAL CONSUL W. W. BLAKE, of Cantonsville, Baltimore County, Md., has resigned on account of ill health. Mr. John Watson has been appointed to succeed Mr. Blake.

THE Grand Rapids (Mich.) Bicycle Club will take a hand in local politics this spring. The candidates for office must be on the right side of the question of better streets and highways to get the support of the club. The ordinary party lines will be obliterated. That's business.

CHIEF CONSUL BULL, of Buffalo, writes home from Albany as follows: "We have seen a large number of the members of both houses, and everything looks favorable for road legislation. Mr. Dunn is taking hold in a very energetic manner, and this promises to be the banner year of our existence."

MISS FERHMAN, a lady cyclist of Chicago, is credited with being one of the fastest and most expert lady riders in that city. For amusement she rode alongside of Tuttle when he was training for the races, and she can now do a quarter of a mile in 39 seconds. Pretty good going for a girl, isn't it? She does her little 65 miles a day without discomfort.

CLUB directors do not often get so much fun as hard work out of their offices. Recognizing this fact, Mr. F. W. Kitching, Vice President of the New York Bicycle Club, made an exception to the rule by dining the officers of that club at the Beefsteak Club, on Washington's Birthday.

BRIDGEPORT, CONN.

"NOSTAW."

WEDNESDAY evening, the 19th inst., the New Haven polo aggregation came over to this city and administered quite a severe defeat to the Bridgeport Wheel Club's team; the score at the end of the 40 minutes' playing time 8 to 2, in favor of the New Haven team. The New Havens clearly outplayed the home team, whose defence was lamentably weak. Sterling and Lockwood for the Bridgeports played a good game, while Coan and Andrews carried off the honors for the New Havens. The result of this game gives the New Havens the championship, they having won 6 of the 7 games they have so far played. The only team who could successfully cope with the New Havens were the Ramblers, who easily defeated them in the two games which these clubs played.

A TIMELY warning to all our coast cities is, "Beware of the street sprinklers." As individuals, these honest, hard working laborers are harmless fellows, but not so is the material they carry in those large round vehicles of theirs. Alas, I, with a large number of fellow wheelmen, have found this out to my sorrow. Undoubtedly all Eastern cities are troubled with those impecunious street sprinklers, who, thinking to enrich their own pockets, dampen our thoroughfares with that ever detestable "salt water." Every wheelmen who has had experience with this obnoxious fluid realizes the disastrous effects on the nickel and enamel. Wheelmen alone are not the only sufferers, but owners of carriages and other light vehicles likewise suffer. The only successful way to bring these would be torments of the community to their senses is

to arouse popular indignation, bring the matter before the City Government, Board of Health, etc. This method has been found to work succesfully in Bridgeport, and to all other cities affected with the same epidemic I would say, "Go and do thou likewise."

CHICAGO NOTES.

"ALERT."

All this talk about the "blowing of the Windy City" and other remarks of a similar vein, referring to the Western riders, is very tiresome. This last week "Ariel" takes it upon himself ("rushes headlong into print," as my friend the "Stroller" would say) to sling a few rounds of mud in this direction. "Ariel" must remember that this is the West's year to crow, and must also confess that the now exploded phenomenons which the East sent to Peoria have been dealt with in an extremely lenient manner. So, "Mr. Ariel," please be so good as to acknowledge what the West has won the last year, and give us credit for that, although at the same time you may think that our road riders are not equal to yours. The West last year had the fastest track riders in the country, and this you cannot gainsay. The Eastern cracks were Banker, Campbell and Van Wagoner, and they were all beaten by Tuttle, Myers, Lumsden, Thorne and Winship. Please acknowledge this and all will be forgiven.

I am somewhat surprised to see the wording of a letter from Van Wagoner, in which he speaks of the Chicago Flyers, and adds an interrogation point. To write so slurringly of *his* victor is not what I thought could come of that man. He made a very good impression here, but that remark bespeaks a sour disposition.

I am told that Brers Miles and Brewster are searching their dictionaries and books of synomyms for words with which to overwhelm Prial and Kirk Brown. In other words, the Dunn ticket has been elected.

The "Stroller" has taken offence at some things that I have said, and proceeds, in a sort of rambling, disconnected way, to *gently* remonstrate. Now, really, if I could understand more than half of his letter, I would undertake to reason with him, but as his article is half argument and half verbiage, I must confess that his density cannot be pierced by me, and I am forced to leave half.

No, Mr. "Stroller," you are wrong. You have not stepped "harshly upon my toes," and if he had, his extremely light weight (judging from his writings) would not have been noticed. In fact, he has never mentioned me until this last issue, either by name or nom de plume. I see that I will be compelled to delve into history and tell a few facts about this matter of the election of Captain in the Illinois Cycling Club, all of which can, and will be, if needed, supported by affidavits. Just a few lines, and I will have done with the subject forever. Messrs. Arthur and Street were the nominees for the Captaincy, Mr. Street against his positive declaration that he would not accept. Mr. Street was waited upon by a committee representing the leading spirits of the club, and asked and pleaded with to make the run. He gave as his reason that he *would not* attend the club runs, and therefore could not consistently accept. The committee labored with him, but without avail, and he withdrew from the contest. The pace was not "too hot for Street," as the "Stroller" knows, although he will not admit it.

By the way, Mr. Street says he wishes it distinctly understood that the "Stroller" is not a friend of his. It is worthy of mention that every correspondent from Chicago, to a man, *go for* the "Stroller," not because he ever says anything startling, but for his very ignorance. He is a second edition of "E. Southerland Southside," the fable writer. As "Ko Ko" says, "I never saw such unanimity on a point of law in my life."

In speaking of the A. A. U.'s action regarding the revision of rules, you say "that every *honest* man in the League will notice with pleasure, etc." I contend that a man is honest until he is proven dishonest, and that I have a right to my own opinion without reference to any one, therefor I think that is rather a hard hit at some of us who cannot believe as you do. How is this, Mr. Editor?

PORKOPOLIS NOTES.

"STAR."

"Why do persons give up riding if cycling is so enjoyable and beneficial?" is not infrequently asked of the cycling enthusiast, and he is forced to admit that strange as it may seem some actually do abandon the wheel. Among those who grow weary of the sport is the would-be scorcher, who seems to be laboring under the delusion that he will be thought a novice unless he rides very far or very fast, and who in his anxiety to achieve notoriety in that direction tears along the road with his head down, and consequently sees as little of the scenery as though he were riding through a tunnel. He soon, however, reaches the limit beyond which he cannot go, and then his enthusiasm subsides as rapidly as a spent rocket. Another is he who has worshipped at the shrine of Bacchus till his face has become as luminous as the Aurora Borealis. On his dull ears the music of the rippling stream, the song of the brown thrush and the cheerful notes of the robin fall unheeded. To his eyes, clouded by the mists of frequent potations, and to his intellect, blunted by tippling, the beauties of nature possess no attraction. He measures the miles by the number of saloons, and sees no pleasure in a club run unless it is in the nature of a "spree." He soon finds that in the city resorts he can get better liquor with less exertion, and it is not at all strange that his wheel should become covered with dust and festooned with cobwebs.

The Ohio man "dun got dar!"

We are to have a coasting contest on Clifton avenue, about the middle of March.

When Chief Consul High returned from New York he wore a smile as broad as the front door of an alligator, and when asked as to the reason exclaimed, "Didn't we kill a big bear!"

Nothing further has been heard of Mr. H. W. Longley, and the fear that he has suicided has almost deepened into a conviction.

Washington's Birthday was celebrated in Porkopolis by the adoption of Central Standard time, which is twenty-two minutes slower than local time. The would-be record maker can no longer start by local time and arrive by standard time.

Now that Mr. Dunn has been elected to the Presidency, each member of the Ohio Division should show his appreciation of the honor conferred upon us by bringing in at least one new member. The Division ought to have at least 1200 members before July 1st.

PENNSYLVANIA.

"ARIEL."

An invitation to the opening of the Philadelphia Cycle and Fields Club House marks with a white stone a new departure in cycling club life. For two seasons past the Philadelphia Bicycle Club—who does not know Philadelphia?—has maintained a small country house out along Montgomery avenue, and so popular has this feature become that in order to accommodate the continually increasing demand an inside organization was formed which has just carried to completion a unique and handsome club house at Ardmore on the Lancaster Pike. An acre and a half of ground encloses the buildings, in the back of which is a carriage house, while the club house proper is on the southeast corner of the lot. Entering the handsome vestibule a large and commodious room is disclosed, which will be used for reception and dining purposes. Above this a number of dressing rooms with baths attached, opening on to cosy porches which promise to be well patronized on summer evenings. An experienced cook will be constantly in attendance and many a riding party will go out during the season for a trip along the old pike with an appetizing little repast at the end of the run; for more popular than ever will be the social side of Philadelphia. The kitchen together with the janitor's quarters above are detached from the main building.

The house is run by an Athletic and a House Committee, the latter of whom, consisting of Messrs. J. O. Tombler, L. H. Watt and G. N. Osborne, were in charge of the house warming. Upwards of two hundred and their invited guests were present, among who were a number of the Maryland Bicycle Club from Baltimore.

President Dunn is expected here this week on League business, and from undoubted authority I learned that Pennsylvania is to be given a representation in the League Councils. It is to be sincerely hoped that this may revive the dormant League enthusiasm in this Division which with the working Chief Consul she now has ought to place Pennsylvania again in second position.

So, Mr. "Paul Berwyn" I *think* I am aware of your identity, do I? Scarcely; I *know*. Do you want me to publish it? My dear fellow, we all know where the typical ostrich hides its head.

Club runs have been remarkable by their number of late. Last Sunday twelve of the Century rode to Norristown, while yesterday a large detachment went to Lansdale. "Pennsy's" boys have also been on the road right along, while the Columbia Cyclers, Oxford and Wissahickon Wheelmen and South End Wheelmen all have had delegations riding.

The new janitor of the Pennsylvania Club was formerly a servant of Mark Twain; hence he is somewhst of a celebrity. I have not yet had an opportunity of interviewing him on the subject of the great American humorist, but propose taking it up some day when I am short of copy.

THE MASSACHUSETTS CLUB DINNER.

It was a reunion of veterans that gathered round the table at Young's Hotel, Boston, last Tuesday, on the occasion of the annual dinner of the Massachusetts Bicycle Club. Among those present were those whose names are known far and wide in cycledom, as being among the pioneers and early riders. Among the most prominent who would come under the above categories were Charles E. Pratt, J. S. Dean, C. S. Howard, First Vice President W. H. Emery, E. W. Pope, A. D. Peck and Abbot Bassett.

Some fifty members and guests sat down to the table, and the dinner was charming in its informality. After the gastronomic programme, the balance of the evening was delightfully spent by listening to speeches by Messrs. Pratt, Emery and Dean (the only three speeches made); by enjoying the excellent performances of the Bay State Banjo and Guitar Club, and by laughing over the excellent character sketches by Mr. E. H. Frye. It was a red letter evening in our experience, and we hope to meet the Massachusetts men again, under the same favorable circumstances.

President Amory and Secretary Ryder did "the hospitable" in a most acceptable manner.

SYRACUSE (N. Y.) CLUB HOUSE.

The greatest trials and tribulations of the Syracuse Cycling Club are over. A magnificent club house has been engaged. One day last week the members received cards notifying them of a special meeting. No one asked the object of the extra session, for Secretary Rounds' words, "Club House," explained it all. The attendance was large, and when Chairman Harris of the Club House Committee arose to present the report of the committee, even Avery forgot to whisper. Mr. Harris, with a billiard cue pointed out the plans, of which he was the architect, the various apartments in the interior of the house, No. 222 East Onondaga street, well known in Syracuse as the "Martin" residence. The location of a club house could not be bettered, for it is near the business centre, and is situated at the intersection of three streets, a small triangular park, on which stands the noted bell tower, making a pleasant view from the new quarters. The house itself is of commanding appearance, being three stories in height with a basement. The exterior is finished in imitation of brown stone. The arrangement of the interior is admirable for club purposes. It is proposed to give the janitor the basement. Large double parlors are on the first floor, in the rear of which is the bath room and locker room. The second floor is rightly arranged for a library, smoking room and card rooms. All of the partitions on the upper story will be removed, making room for an elegant billiard parlor. A driveway leads from the street to a barn in the rear, which will be refitted as a storehouse for wheels. The lease has been signed for three years, with the privilege of five, and the club will move in May 1st.

ROADS LEGISLATION IN MARYLAND.

The road bill, which I have already mentioned as being prepared by one of our best lawyers, Mr. B. Howard Haman, is complete. It provides for the appointment of a State Road and Bridge Engineer, at a salary of $3000 a year (and $2000 for expenses), who is to make a report to each Legislature of the condition of the roads, and at the same time make recommendations as to improvements. He is to have a general supervision of the roads of the State, and the Commissioners of the several counties (who now have entire charge of the roads) are to be required to consult with him before making any repairs or improvements costing over $100, which repairs or improvements are to be made by contract on plans and specifications furnished by the said State Engineer. The bill is to be laid before the Legislature at an early day. In the meantime petitions asking for the passage of a road law are being circulated for signatures all over the State. The bill is very brief. In preparing it, Mr Haman made a study of all the existing road laws (which differ in every county in the State), and found, as the Division committees had already done, that the preparation of a general law, which would be applicable to every county, would be very difficult and would take a great deal of time. "Argus, Jr."

DIED.

We received the news last week, too late for publication, of the death of Mr. Benjamin L. Darrow. He died on Monday of last week at his house, No 545 No. Illinois street, Indianapolis, Ind., after a long illness. Mr. Darrow was about fifty years of age and for several years has been the publisher of the *Wheelman's Gazette*.

CORRESPONDENCE.

[The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]

MR. LUSCOMB SUBMITS SOME CORRESPONDENCE.

Editor Bicycling World: Unexpected contradiction of the statements contained in my annual report, made at the meeting of the National Assembly, by the Representative of Ohio, leads me to request the publication of enclosed correspondence, in justification of the facts stated in my report, so far as the Ohio Division is concerned. Yours fraternally, Charles H. Luscomb.

280 Broadway, New York, February 19, 1890.

M. A. High, Chief Consul Ohio

Dear Sir—It is the intention of the L. A. W., by its Executive and National Committees, to inaugurate a vigorous policy of legislative work for the improvement of highways in several States, including yours, by the introduction of bills in the several Legislatures, as soon as they shall convene.

Will you, therefore, have your Rights and Privileges Committee prepare immediately, and forward to me, a draft of a suitable bill, for the collection and expenditure of the road tax, by a competent commission, together with such reference to the existing State laws upon the subject as may be pertinent, and with such suggestions and recommendations in the premises as you may have?

This is a matter of great and immediate importance, and we hope with the active and earnest co-operation of the several Divisions interested to make a fight which shall do more to advance the L. A. W. and the cause of wheeling, than any movement yet undertaken.

Please also get into communication with such members of your new Legislatures as you may be able to reach and influence, and advise me of their names and addresses, as fast as you progress.

I have called a joint meeting of the Executive, Rights and Privileges and Highway Improvement Committees, at New York, early in December, when the work will be mapped out, details arranged, and the work commenced.

It is therefore necessary that I should have full information as long before December 1st as possible.

Let me have prompt and your best assistance in this movement.

Should you desire to be present at the conference, advise me and I will send you the date as soon as determined.

Please write me in answer. Yours fraternally,

Charles H. Luscomb, President L. A. W.

280 Broadway, New York, November 6th, 1889.

Mr. Charles H. Luscomb, President L. A. W.:

Dear Sir—I received a letter from Dr. W. D. Kempton, Secretary-Treasurer, Ohio Division L. A. W. as per your letter to M. A. High, Chief Consul of Cincinnati, asking for suggestions in drafting suitable bill for improvement of highways. I have written to the other members of my committee for suggestions, but have met with no success. I have also written to T. J. Kirkpatrick, Chairman of Committee on Improvement of Highways, but he being away from home and not expected back before some time in December, I can get no information there, and must say I am in the dark as what is to be done. I wish you would state what kind of a bill you want to put through, I do not know what it would be best to embody in such a law. If we get all of the ideas together it will be necessary to get a lawyer to put them in shape. I do not know that the Chief Consul has the authority to employ one without the sanction of the Board. If this matter had been started before the State Board meeting of the Ohio Division held in Cincinnati in September, then we might have discussed the matter and came to some definite conclusion. I am sorry I cannot give you any information on the subject, but hope as you have called a meeting of the different committees in December, everything will be satisfactorily arranged as to what kind of a bill to push, and then will do all in our power to have it carried. Fraternally yours,

Frank W. Jay,

Chairman Rights and Privileges Committee Ohio Division.

Canton, Ohio, Novemeber 27, 1889.

WHY NOT MAKE A JOINT MEETING OF THE L. A. W. AND C. W. A.?

Editor Bicycling World: I see by the reports of the meeting of the Board of Officers of the L. A. W. held February 17th, that it has been decided by them to hold the meet at Niagara Falls on 25, 26 and 27th of August.

As the C. W. A. meet will likely be held at the same place on

July 1st, would it not be beneficial to both associations to have their meets at the same time and thus insure a larger attendance?

If this could be arranged, the Ottawa Bicycle Club, which at present intend applying for the C. W. A. meet, would without doubt resign their claim in favor of Niagara.

As an opportunity like this may not occur again for some time it seems to me that it is worthy of the consideration of the officers of the C. W. A. and L. A. W. AN OTTAWA WHEELMAN.

AN INVITATION.

Editor Bicycling World: Having noticed that "Linneus," St. Louis' correspondent, suggests that the various Divisions forming this racing district proceed to organize and send delegates to a meeting to be held either in Springfield or Chicago, and after consulting with leading members of the Capital City Cycling Club, of this city, I am authorized to extend the hospitalities of the club to this meeting, and to invite the proper officers to call a meeting for this city.

We also urge that this matter be pushed at once, and that an early organization be perfected.

At such a meeting the road improvement plans, ideas, etc., could be discussed also.

The club here is in good, healthy condition, having convenient, cosy rooms, well furnished, and a corps of hustlers who are at work now stirring up the need and advantages of good roads which we so sadly need. Fraternally,

Springfield, Ill. EDGAR S. BARNES, 6900.

IMPORTANT NOTICE TO NEW YORK CYCLERS AND OTHERS.

MASS MEETING.

THE New York State Roads Improvement Association, in conjunction with various agricultural societies in the State, will hold a public meeting at Utica, on March 3d, 1890, for the purpose of discussing the general movement for improved highways within the State, and determining the best means of effecting the desired reform. The association has sent out a large number of personal letters to prominent men in various parts of the State, inviting their presence and co-operation at the meeting, and is in receipt of most encouraging assurances from many quarters. It is confidently expected that several members of the State Legislature will address the meeting, as well, also, as other officers of State government, professors from various institutions of learning and prominent wheelmen of the national body.

The wheelmen of the State of New York, and especially the members of the New York State Division, are expected to work heartily and earnestly to the end that this meeting may be made a red letter occasion in the history of roads improvement, and the officers of the State Division have promised their hearty assistance in directing this work.

Mr. Potter is in receipt of a letter from T. R. Proctor, Esq., of Utica, offering free use of a hall and headquarters for the purpose of the meeting referred to. Mr. Proctor is the proprietor of several large hotels in various parts of the State, and takes an active personal interest in the movement for good roads. He sends assurance of the strongest support of the newspapers of Oneida County, and will give his personal aid in helping the association of which he is a member.

THE CENTURY WHEELMEN OPEN THE SEASON WITH A SUCCESSFUL RACE.

THE Century Wheelmen had their first road race of the season over the five-mile course, starting from Haverford and finishing at Bala station, on Saturday afternoon.

It was three o'clock when Captain Dalsen started the two teams, composed of the following riders, the order of whose finish is shown by the numbers attached to their several names: First team—F. W. Whiteside, third; J. M. Oellers, first; M. J. Bailey, sixth; Charles Sulzner, seventh; F. G. Strassberger, sixteenth; L. E. French, thirteenth; G. M. Bahl, ninth; G. M. Kirk, tenth. Second team—W. L. Degu, fourth; F. H. Garrigues, second; W. G. Speirer, fifth; G. M. McCune, eighth; George Schell, twelfth; G. E. Shaut, eleventh; C. P. Allen, fifteenth; A. G. McGlathery, fourteenth. The first team, scoring 71 points to their opponents' 65, won by six points.

In justice to Mr. Strassberger, who is one of the best riders in the club, it is only fair to state that he met with an accident soon after starting, which threw him out of the race

The time made was excellent, the first man in, Mr. Oellers, on an ordinary, beating all the safety riders and covering the five miles in 15.42. * *"—*Ledger.*

CATARRH, HAY FEVER, CATARRHAL DEAFNESS.

A NEW HOME TREATMENT.

SUFFERERS are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result is that a simple remedy has been formulated whereby these distressing diseases are rapidly and permanently cured in from one to three simple applications made at home by the patient once in two weeks. A pamphlet explaining this new treatment is sent free, on application, by A. H. Dixon & Son, 337 and 339 West King street, Toronto, Canada.—*Christian Standard.*



AN ENGLISH OPINION OF THE "BRONCHO."

"Amongst other notable Stanley Show novelties there was one which, owing to its somewhat late arrival, we have been unable to notice in an earlier issue. We refer to the Broncho Safety Bicycle, brought over to this country by Mr. Frederick White, of the White Cycle Co., of Westboro', Mass., U. S. A., who arrived at Liverpool a fortnight ago, after having experienced on board the Cunard liner "Catalonia" the most terrible weather in his passage across the Atlantic. The machine was shown upon the stand of Mr. Sydney Lee, through whom we had the pleasure of being introduced to Mr. White, with whom was once the late Purvis-Bruce. The leading feature of the machine, which was a rear driving safety with two 30-inch wheels, was the entire absence of any chain or chain wheels, the gearing-up being effected by means of a patent action contained in the hub of the driving wheel. The principle of this gearing is absolutely and entirely different to that of Pausey & Co. and John Keen, to which a contemporary last week likened it. We tried and tested the machine fitted with this gear last week, and may say that it works perfectly, with scarcely any more friction than that of an ordinary ball bearing. So far as we could judge it was almost impossible to detect the presence of any gearing at all, and the soft noiseless running of the wheel, together with the entire absence of back lash, bears out this statement. No doubt many of our readers will recollect the patent gearing invented by John Keen, which had for its aim a similar effect, but which up to the present time has not proved a success. Mr. White claims to have overcome the difficulties which previous patentees have not been able to successfully cope with, and in practically confining the gearing friction to that of an ordinary ball bearing, doing away with the back lash and reducing wear and tear to a minimum, has obtained a perfect gearing by means of a direct driven crank.

The gearing is suitable to any direct driven machine, and especially to the ordinary bicycle, but when fitted to a rear-driving safety, through the absence of the bottom bracket, the length of the machine may be considerably reduced, that which we inspected being most compact, the outside length being only 5 feet 3 inches outside the rims of the wheels. Mr. White informs us that upon the completion of the English patents in their various forms, the gearing will be placed upon the market in June next, and, from what our friend Sydney Lee says, we shall see inside 2m. 20s. for a mile during the present season done upon an ordinary racer fitted with Mr. White's gearing.

Great curiosity was shown by the many patent agents and experts who inspected the machine and tried the gearing to know what it really consisted of, and it is admitted that should it prove

in practice as good as it appears, Mr. White has one of the most valuable patents that it has been the lot of human ingenuity to invent. In conclusion, we may mention that the gearing is completely adjustable by means of the ordinary ball-bearing disc, and that its application will cost less than the present chain arrangements."—*Wheeling, February 12, 1890.*

THE "GAZELLE."

(Crawford & Co)



THE "Gazelle" Juvenile Safety Bicycle, of which we present a cut herewith, is the latest candidate for favor with the little folks. The "Gazelle" is made by Messrs. Crawford & Co., 1116 E street N. W., Washington, D. C., who are now prepared to supply them in any desired number. It is claimed to be one of the lightest and strongest machine of its class yet offered, and is gracefully shaped and well proportioned. As the best workmanship and materials enter into its construction, it will supply a felt want in the trade of a fine, medium-priced machine for boys and girls, and will be sold for $40. It has tubular steel drop-frame, with or without cross-bar, adjustable steel cone bearings for wheels and crank-shaft, 24 and 26 inch wheels with crescent steel rims, steel spokes and 3-4 inch best rubber tires. All wearing parts are detachable and interchangeable, and the machine is handsomely finished in nickel and enamel. The weight, with adjustable suspension saddle and tool bag complete, is 34 pounds. It has a reversible seat standard, with long and short bends, and this with the vertical adjustment of the said standard gives a wide range of variation, so that it can be suited to children from eight to sixteen years of age, thus adapting it not only to small childien, but to well grown ones also, and even to small ladies. We understand that Messrs. Crawford & Co. will have ready in the spring a ladies' "Gazelle," with 28 inch wheels, built much like the juvenile "Gazelle," but larger, and which will sell for about $50.

Mr. R. S. Crawford, the senior member of the firm, although an American by birth and education, has had a long practical experience abroad as a cycle manufacturer on his own account, and is thus thoroughly familiar with the business, both as regards this country and England, and we are told his old friends in Washington, where he formerly resided, are willing to back him with any necessary amount of capital to make the enterprise a success.

PREMIER SAFETIES for the coming season will be fitted, unless otherwise specified, with Fish saddles without extra charge, except Youths' and Universal ($85), which will have a combined saddle and spring of approved type. Smooth rubber tires of the best quality will be used exclusively, and ball pedals will be fitted to every pattern without additional cost.

RALPH TEMPLE has bought out the cycle department of the Western Arms and Cartridge Co., Chicago, and will open an immense cycle emporium and riding school at 47 and 49 State street, to be known as the Temple Cycle Exchange. He has concluded arrangements with the principal manufacturers and importers, to handle their wheels, and his "Exchange" will be somewhat of an originality to the trade.

MR. R. G. BETTS, who for the past few months has so acceptably filled the position of assistant editor of the *Wheel*, has resigned his position with that paper to accept one with Messrs. Gormully & Jeffery Mfg. Co., Chicago. We understand Mr. Betts will look after Gormully & Jeffery's advertising interests.

THE STRONG SAFETY.

(Brewster Bros. & Co.)



AMONG the latest of the now fast growing new firms to enter the field of competition in the cycling trade, is that of Messrs. Brewster Bros. & Co., of Unadilla, N. Y. From the circular issued by Messrs. Brewster we take the following specifications and guarantee:

"Cross frame, made of cold-drawn, weldless steel tubing; wheels, 30-inch, solid, rolled crescent felloes; tires, 7-8 inch to rear wheel, and 3-4 inch to front wheel, of the best moulded Para rubber; spokes, direct No. 12 gauge, 36 to each wheel; bearings, balls to both wheels, crank, shaft and pedals; cranks, forged steel, detachable, 5 1-2 to 7 inch adjustment; neck and spindle, forged steel, conical bearings; sprocket wheels, the teeth on both sprocket wheels are cut, thereby assuring accuracy; handle bar, 3-4 inch cold-drawn weldless steel tubing, with black bone handles; handle-bar shaft, 1-inch cold-drawn, weldless steel tubing, adjustable as to height in steering head, and directly connected thereto; chain, Humber pattern, with adjustment at rear forks; brake, to front wheel, of the Plunger pattern; saddle, as shown in cut of the popular 3-coil spring pattern; pedals, with the best square elastic corrugated rubbers; gear, 54-inch; tool bag, Acme wrench and Kensington spring-top oiler; frame, mud guards, etc., finished in bright black enamel, balance nicely nickeled on copper; weight, 48 pounds; price, complete, $85."

The firm then print the guarantee, as follows:

"We guarantee the Strong Safety free from all defects in material or workmanship, and will make good any defect that may be found in either, within three months from date of sale. All broken parts must be sent to us for examination before any claims can be allowed."

THE VICTORIA SAFETY.

(Overman Wheel Co.)

As intimated in our last week's issue we take pleasure in presenting the 1890 novelty to be put on the market by the Overman Wheel Co. We are sorry that we cannot show a cut of this machine, but as the cut is not yet completed we can only give a letter press description.

The Victoria Safety Bicycle is now in rapid process of construction, and will be ready about May 1st, and is designed to meet the requirements of ladies, light weight men and boys who want a strictly high grade machine of lighter weight than the Victor Safety.

It can be very quickly described to the satisfaction of those who are familiar with the Victor Safety, as its features will be unmistakably "Victor," and in no respect will it be inferior to their best production.

Briefly it will be built as follows: 28-inch wheels with 5-8 inch rim and tire to front and 3 4 inch to rear, having hollow rims, tangent spokes and compressed tires. Single tube, drop frame of 1 1-2-inch 15 gauge weldless steel tubing, Victor spring fork, Victor saddle and spring, specially adapted spade handles, square rubber pedals, guards to both wheels and chain.

It will be as light as is consistent with strength and durability. Weight about 44 pounds. Geared to 50 inch.

Fine cabinet photograph of this machine will be mailed on receipt of 15 cents.

Price, f. o. b. Chicopee Falls, Mass., crated, and with tool bag and all necessary tools, $135.

THE VICTOR SAFETY.

(Overman Wheel Co.)

THE reputation of the Victor Safety is one that has become established during the past three years of thorough test, and it is with pleasure that we call the attention of riders to this safety as it is being produced by the Overman Wheel Co. for the 1890 trade. A fine cut of the 1890 model appears on the front page of this paper, and we desire our readers to refer to same in connection with this article.

The Victor spring fork is too well known to need a description here; suffice it to say that the fork is, in principle of construction, the same that was presented to the riding public in the spring of 1887. The fork and the safety have, however, been improved in detail as fast as experience and skill could suggest, and to emphasize this, we quote from their catalogue: "Our machine has been steadily improved from year to year in many ways, and the model for 1890 represents the summing up of our years' experience, besides having the benefit of our very exceptional facilities for manufacturing."

The principal changes made on the fittings, etc., of the spring fork since its first introduction, are the use of balls in the bearings of the rocking frame, and an arrangement on the stay rods whereby tension of the spring forks can be easily controlled. These changes were made last year, and we believe that the year's test has proven the excellence of the improvements. Two sizes of spring are fitted, for heavy or light riders.

In the 1890 pattern we note the following changes: Hollow rims of weldless steel tubing replace the rims as used on the 1889 pattern. The saddle is of new design; the spring and fittings of same are entirely of forged steel, all nickel plated. It is adjustable in either direction, fore and aft, up and down. The leather seat is easily detachable. It is done instantly and without the use of tools. This is a very important item, and is the only practical method by which a rider can avoid the use of a wet saddle. Also by detaching the leather when not in use the machine is locked and safe from both theft and meddling.

A feature of their spokes the company thus describes: * * * "We use wire stock of the size of the enlarged head and draw it down to the body size of the spoke, thus avoiding the many defects caused by simply upsetting the end of the wire, as is commonly done. The wire for these spokes is made specially for us and is of the best quality known.

To avoid the difficulties which arise from spokes rusting in the nipples we have adopted a hard bronze nipple, made very long in order to prevent breakage in the thread."

New and improved forms of mud guard have been adopted. The chain adjustment has been simplified and improved. The changes, such as above mentioned, are in line with the spirit of progression which actuates the firm.

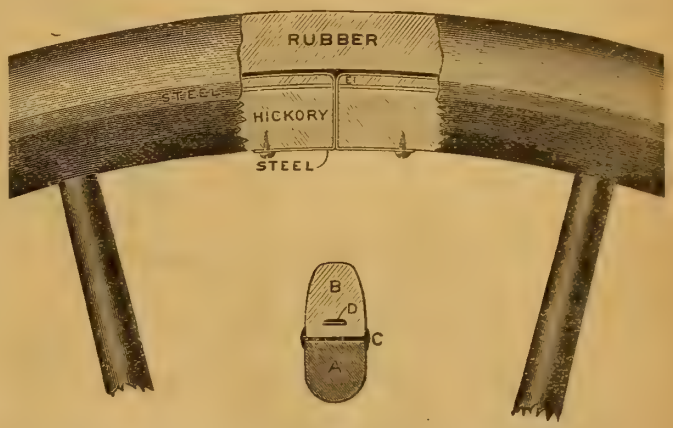
THE New Mail was ridden last season by Buffalo's three heaviest riders, weighing 245, 225 and 220 pounds. W. G. Shack, the agent, announces a big sale thus far.

MESSRS. BANKER & CAMPBELL, of New York City, have secured the sole American agency for the celebrated Ormonde cycles, and will import seven distinct types of this make of safeties. Their "Special Ormondes," at $135, will come in four weights, 17, 30, 36 and 43 pounds. Their "Special Ormonde" Ladies' Light Roadster Safety will come in two weights, 33 and 38 pounds. The 33-pound wheel, with 26-inch driving and 28-inch steering wheels, and the 38-pound wheel, with 28-inch driving and 30-inch steering wheels—both of these wheels are to be sold at the standard price, $135. A triangular, half diamond frame wheel, with hollow rims and tangent spokes, to be sold at $120. A combination wheel for either lady or gentlemen at $115, and a full "diamond" frame wheel at $100, will also be carried among their regular wheels. They have named their $75, all ball, steel tubing machine "the League." Their list of safeties closes with their $65 all ball "Boys' Ormonde." The catalogue, with full description of these wheels and their construction will be issued about March 1st.

THE HICKORY WHEEL RIM AND TIRE.

(Sterling Elliott.)

THE wheel which in this case is hickory is turned true and flat on its periphery and is fitted with a peculiar steel tire having flanges which project inwardly on either side of the rim, and outwardly to protect the sides of rubber, as clearly shown by the small sectional view.



The rubber has a small oval aperture throughout its length, and in this opening is placed a ribbon of tough steel. The ends of steel ribbon pass inward through the rubber and felloe, and are drawn taut by means of a special fixture, after which the ends are bent from each other and secured by small screws into the felloe.

We were shown a rubber tire fastened by this means on to a flat steel tire having *no* flanges, and it appeared to be perfectly solid although we were informed it had been used constantly for seven months.

THE Coventry Machinists' Co. Limited, whose U. S. A. branch is at 239 Columbus avenue, Boston, under the management of Mr. Alick S. Hill, have several novelties this season, the most prominent one being the Spring Frame Swift, and which has given perfect satisfaction for the last two years. An ingenious application of the same principle to both front and rear forks practically cuts off all vibration, the whole frame being suspended on spiral springs so constructed as to be adjustable to different weight riders, and also to have no side play whatever. The 1890 patterns of Swifts show several marked advances in construction, notably in the adoption of a new patent adjustable ball bearing socket head. The Light Roadster is entirely new; the diamond-frame is light, strong and graceful, and is constructed with such care and accuracy that a machine fully equipped for the road only scales 38 pounds. The Coventry Machinists' Co. claim that they were the first to introduce the diamond frame as the standard frame for high grade safeties, and the proof of the wisdom of their judgment lies in the fact that nearly every manufacturer adopts the same style frame for their high grade safeties. The Ladies' Swift is improved in several points; the frame is lower, the distance between the wheels greater, the steering wheel larger, and the dress protection more complete. The company also have for 1890 an excellent $100 wheel that will stand comparison with any other at the price. The Coventry Machinists' Co. have made cycles for 22 years, during the whole of which period they have been in the front rank of manufacturers, and they evidently mean to keep there.

W. W. STALL has been appointed the New England representative for the John Wilkinson Co., who import the Rover cycles, and the celebrated Rovers can now be seen at Mr. Stall's store, on Tremont street.

IN speaking of the new pattern of the Victor Safety last week, our compositor put in a "0" instead of a "9." In other words, we should have advised our readers to go and see the 1890 pattern of the Victor Safety, and not the "1800 pattern," as printed.

PREMIER BICYCLES.

EASTERN AGENCY:
Fairbanks, Sanborn & Cole,
145 COLUMBUS AVE., BOSTON.
Every Wheel Fully Guaranteed.
All Parts Interchangeable.

OUR FULL LINE.

THE FAMOUS CATFORD, -	$135.00
FULL ROADSTER, -	135.00
SPECIAL LADIES' - -	135.00
THE POPULAR, all balls,	105.00
THE KING OF ALL, - -	85.00
YOUTH'S PREMIER, -	65.00
PREMIER TANDEM, -	200.00

TEN CAR LOADS.

One of the most essential points for careful consideration in connection with the purchase of a bicycle is Economy in Weight.

We find by making a very simple calculation, that a person who rides a bicycle ten miles a day, on an average, for five years, (Eighteen hundred and twenty-five days), that he would have ridden Eighteen thousand, two hundred and fifty miles, and that if the bicycle used was ten pounds heavier than he actually required, he would have carried one hundred and eighty-two thousand, five hundred pounds more bicycle per mile, ridden, than was necessary, or about two car loads per year.

Now, fix your rate per car load, and you will ascertain the value of a bicycle the proper weight.

ROVERS

range in weight from 38 to 48 pounds, and we therefore can supply a machine in accordance with a purchaser's requirements.

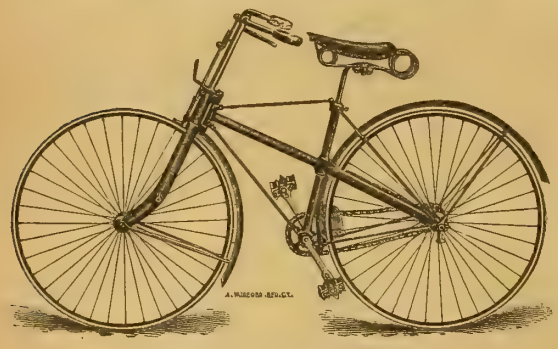
WE CARRY FIVE STYLES,

including the most elegant ladies' Safety in the American market.

CATALOGUE READY FEB. 20th. COMPETENT AGENTS WANTED EVERYWHERE.

THE JNO. WILKINSON CO., Sole Importers,

55 STATE ST., - - CHICAGO, ILL.



THE HARTFORD.

Ball Bearing All Around. Perfectly Interchangeable and Warranted.

PRICE $100.

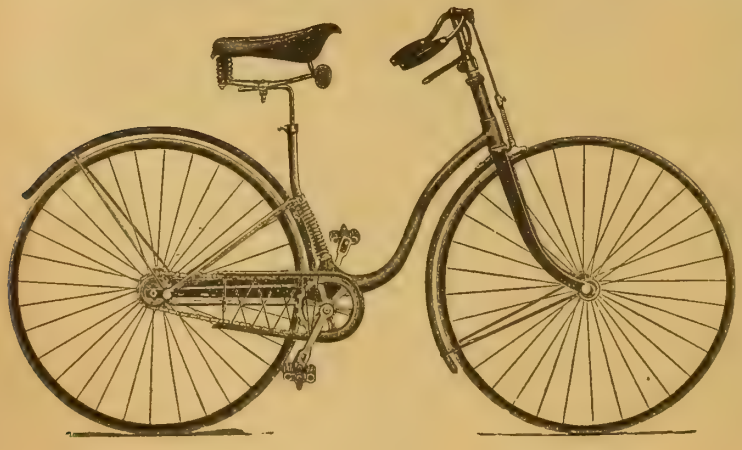
It is one thing to make statements, another to prove them.

We claim the *HARTFORD* to be the best machine in the World listed at or about $100, and superior to many wheels listed at or about $135.

The Hartford will be on the market in a few days. Examine it, compare it, part for part with other wheels, if necessary, and if you find that we have stated falsely, don't buy it.

THE HARTFORD CYCLE CO.,

Hartford, Conn.



THE PARAGON SPRING FRAME,

(With CENTRE Brake,)

The IROQUOIS DROPPED FRAME

—AND—

THE TIGER YOUTH'S BICYCLE,

are a trio hard to beat by the most ***experienced*** makers. Have you seen the ***Buffer*** Saddle? If not, send Postal for '90 Catalog to the

STOVER BICYCLE MFG. CO., Freeport, Ill.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON,

WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

Seven New Styles and Sizes

ALL LOADED WITH

Transparent Films.

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27.
ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

FIRST VICE PRESIDENT.
DR. W. H. EMERY,
109 Warwick street, Roxbury, Mass.

SECOND VICE PRESIDENT,
GEO. R. BIDWELL,
313 W. 58th street, New York City.

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

League Clubs.

The following clubs have qualified as League Clubs and filed the proper certificate in the office of the Secretary. They are numbered as below:

No. 249—Social Wheelmen, South Bend, Indiana, Schuyler Colfax, Secretary.

No. 250—Benton Harbor Wheelmen, Benton Harbor, Mich., Harry R. Huntington, Secretary.

New York Representatives.

The following League clubs have filed, in this office, certificates of election for the following Representatives to the Board of Officers, New York State Division:

Niagara Falls Bicycle Club, No. 97, H. W. McBean, Rep.

Harlem Wheelmen, No. 114, Louis I. Haber, Rep.

Syracuse Cycling Club, No. 194, George B. Penn and Fred C. Baird, Reps.

Knickerbocker Wheelmen, Syracuse, No. 241, E. L. Lancaster, Rep.

New York State Division.

Mr. Isaac B. Potter is hereby appointed a delegate to the National Assembly of the League of American Wheelmen from the New York State Division, vice Dr. George E. Blackham resigned. W. S. BULL,
Chief Consul.

February 15th, 1890.

Illinois Hotel.

Fey House, Rushville L. A. W. hotel; rates, $1.50 per day; regular rates, $2.00. Yours, etc.,
W. A. DAVIS, Chief Consul.

Illinois.

A meeting of the Board of Officers of this Division will be held at Commercial Hotel, Chicago, on March 8th, 8 P. M.

It is desirous of as full a meeting as possible, as important questions will be placed before you.

Yours, etc., W. A. DAVIS, Chief Consul.

Missouri Division.

To officers and members:

At this writing the total membership of this Division has reached 350 members, and only 20 more are needed to pass the highest number (367) ever reached. By united action in recruiting we can easily put the high water mark a few notches higher, and we should not rest until this is an accomplished fact. The riding season will soon be in full blast, and it will then take but little persuasion to get non-members to join. The defeat of the obnoxious Warner Bill, aside from all the other benefits, should alone cause every rider who has a spark of manhood in his breast to join the organization which saved cycling from being a dead letter in this State.

Consuls should make all possible use of this argument, as it concerns Missouri alone, and it will be a clincher to the query, "What has the League done in this State that would entitle them to my dollar?"

Fraternally yours,
ROBT. HOLM, Chief Consul.

Missouri Division.

To Consuls and Members:

The Highway Improvement Committee requests that all newspapers, pamphlets, clippings, etc., that refer to road improvement should be sent to the chairman, Prof. H. C. Penn, Columbia, who will have copies made and distribute same amongst the newspapers who have signed the agreement to publish such matter. The importance of promptly complying with above cannot be over-estimated as the press will refuse to print the articles unless the supply equals the demand and it is regularly furnished them. Consuls residing in towns whose papers have not yet signed the agreement should communicate with them at once for the purpose of inducing them to comply. Fraternally yours,
ROBT. HOLM, C. C.

New Jersey.

The following additional Local Consuls have been appointed:

Hoboken, C. J. Rolffes.
Roseville, Dr. Wm. L. Fish.
Ridgewood, Howard Maltbie.

HOTEL APPOINTMENTS.

Jersey City, Taylor's Hotel, rates $1.00 per day; European plan.

Tuckerton, Everett House, rates $1.20 per day; dinner, 30 cents.

Camden, West Jersey Hotel, rates $1.50 per day; dinner, 50 cents.

Perth Amboy, Hotel Central, rates $1.50 per day; dinner, 38 cents.

Newark, Continental Hotel, rates $2.00 per day; dinner, 50 cents.

J. CARLETON BROWN, Chief Consul.

Michigan.

The following appointments of L. A. W. hotels and League repair shops take effect from this date:

HOTEL LIST NO 5.

Port Huron, Huron House, regular rate $2.00; L. A. W. rate, $1.50.

Adrian, Hotel Emery, regular rate $2.00; L. A. W. rate $1.50.

Ishpeming, Nelson House, regular rate $2.50; L. A. W. rate special.

West Bay City, Arlington, regular rate $2.00; L. A. W. rate $1.25.

Jackson, Commercial, regular rates $1.50 and $2.00; L. A. W. rate $1.00.

REPAIR SHOP LIST NO. 4.

Port Huron, Geo. P. Burgess, 1002 Military street.
Adrian, Frank McKinster, Maiden Lane.
Homer, H. L. Hopkins.
Jackson, L. Linderber, 117 Mechanic street, North.

Fraternally, A. B. RICHMOND,
Grand Rapids, Mich., Feb. 8, 1890. Chief Consul.

Michigan.

The semi-annual meeting of the Board of Officers of this Division will be held in Grand Rapids, Wednesday, March 12th, at Sweets Hotel at eight P. M.

Fraternally, A. B. RICHMOND, C. C.

Michigan Consul.

I hereby appoint Arthur T. Swart, Local Consul at West Bay City. Fraternally,
A. B. RICHMOND, C. C.

Michigan Clubs, Attention!

The spring meeting of the Board of Officers of this Division will be held about March 1st. Any club desiring to entertain the Division the coming season should have their proposition in my hands before that date. Any and all propositions will be entertained. The best one accepted. Fraternally,
A. B. RICHMOND, C. C.

Rhode Island.

Members of the Divisions who have not sent in signed petitions to the General Assembly on Improvement of Highways, are requested to send such *immediately* to Secretary Bosworth, P. O. Box 745, Providence, R. I., as a supplementary petition will be presented, if desirable.

Many members have done splendidly, but there are a large number whose indifference does not compare well with the active interest displayed by a number of influential men in Rhode Island who are not cyclers.

GEO. L. COOKE, Vice Consul.
WM. M. P. BOWEN,
J. D. BOSWORTH,
H. N. FRANCIS,
Committee on Improvement of Highways.

Maryland Division L. A. W.

For list of Maryland League hotels in road book see page 237. The Hamilton is the League hotel in Hagerstown, and not the Baldwin, as stated on the margins of pages 85, 87, 89, 156, 160 and 161. Members receiving the book will please draw a line through the word "Baldwin" on those pages, and substitute the word "Hamilton." ALBERT MOTT,
Chief Consul.

New Hampshire.

To the Officers and Members of the New Hampshire Division L. A. W.:

Gentlemen—I present to you the report of your Secretary-Treasurer:

1889.			
Sept. 2.	To balance from George F. Hill.....	$153.79	
Sept. 6.	Paid express.....		$0.15
Sept. 20.	H. M. Bennett, C. C.....		12 50
1890.			
Jan. 24.	Paid postage.....		50
		$153.79	$13.15
	Balance.....		140.64
		$153.79	$153.79
Feb. 18.	Balance on hand.....		$140.64

Now that it is near our season to renew our League membership I hope every member will renew and bring in new members also. Our Chief Consul is soon to appoint our Consuls and Hotels throughout the State, and with the assistance of our now small membership we hope to put old New Hampshire on its feet again.

Fraternally, FRANK O. MOULTON,
Secretary-Treasurer.

Tennessee Board of Officers.

The Tennessee Board of Officers will hold its regular spring meeting on Monday evening, March 10th, 1890, at eight o'clock. The meeting will be held in the office of the Chief Consul, Clarksville, Tenn.

JOSEPH R. WILSON, JR., Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 230—Total 43—12,629.

BOSTON, Feb. 28, 1890.

DELAWARE DIVISION—1—56.

Unattached.
26337 Hurlock, Thos. S., 404 Poplar st., Wilmington

DISTRICT OF COLUMBIA DIVISION—2—192.

Unattached.
26333 Cahill, F. S., 1732 Penn ave., N. W. Washington
26334 Dunlap, A. P., 2718 M. st., N. W. "

ILLINOIS DIVISION—8—928.

Chicago Cy. Club.
26338 Tuttle, W. Fay, 212 East 53rd st., Hyde Park, Chicago

Unattached.
26317 Gilmore, Jas. A., Aledo
26318 Forsyth, Earnest, "
26319 Bauer, W. H., "
26320 Pinkerton, W. S., "
26321 David, Otto A., "
26322 Miller, Harry E., "
26323 Bowman, W. J., care Warren & Co., Peoria

MAINE DIVISION—1—161.

Portland Wheel Club.
26324 McCausland, H. W., 416 Congress st., Portland

MARYLAND DIVISION—1—535.

Unattached.
26311 Rhodes, Chas. M., Franklin and Paca sts., Baltimore

MASSACHUSETTS DIVISION—3—1649.

Unattached.
26325 Huntington, W. E., Newton Centre
26339 Newell, Fred W., 35 Cedar st., Springfield
26349 *Brown, Maud L.*, 360 Broadway, Chelsea

MISSOURI DIVISION—5—352.

Kansas City Wheelmen.
26343 Green, H. B., 1311 W. 12th st., Kansas City
Pastime A. C.
26342 Terry, Albert O., 621 Chestnut st., St. Louis
Unattached.
26326 Crumley, A. C., Joplin
26340 Clarke, J. K., 3329 Olive st., St. Louis
26341 North, W. R., 807 Washington ave., "

NEW JERSEY DIVISION—2—633.

Orange Wanderers.
26350 Hampton, H. F., Orange Valley
Unattached.
26312 Stone, W. C., M. D., Lakewood

NEW YORK DIVISION—4—2164.

Unattached.
26344 *Hubbell, Miss Emilie S.*, 178 Quincy st., Brooklyn
26345 Tilton, Ralph, 1403 Pacific st., "
26313 Nicholson, H., 28 White st., New York
26314 Stone, Wm. Barton, 59 University pl., "

PENNSYLVANIA DIVISION—12—1483.

Allegheny Cyclers.
26,335 Jayne, J. Philip, 114 So. Canal st., Allegheny City

Unattached.
26351 Bechtel, Tom E., Allentown
26352 Eberbein, J. G., "
26353 Ormrod, J. D., "
26315 Brown, Will G., Box B, Danville
26332 Campbell, J. T., Kane
26330 Davis, W. H., "
26331 Davis, Joshua, "
26316 Baker, Harry Franklin, Box 1024, Philadelphia
26327 Schwenk, P. N. K., M. D., 606 Marshall st., Philadelphia
26328 Follmer, Daniel, 500 No. 6th st., "
26329 Richards, Edward J., Wayne

RHODE ISLAND DIVISION—3—355.

Providence Ladies' Cy. Club.
26336 *Clapp, Mrs. Alice*, 168 Pearl st., Providence
Unattached.
26346 Rider, Albert C., Journal Office, "
26348 Rathbun, John O., Rear 515 High st., "

TENESSEE DIVISION—1—103.

Unattached.
26347 Parke, L. M., 229 No. 4th ave., Knoxville

Division Officers.

CALIFORNIA—Chief Consul, R. M. Thompson, Oriel Hotel, San Francisco. Secretary-Treasurer, W. D. Sheldon, 126 Davis street, San Francisco.

COLORADO—Chief Consul, Edward S. Hartwell, 1319 Sixteenth street, Denver.

CONNECTICUT—Chief Consul, David J. Post, Drawer 11, Hartford. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1230 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

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INDIANA—Chief Consul, Harry T. Hearsey, 140 No. Del. street, Indianapolis. Secretary-Treasurer, A. N. Smith, Terre Haute.

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ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

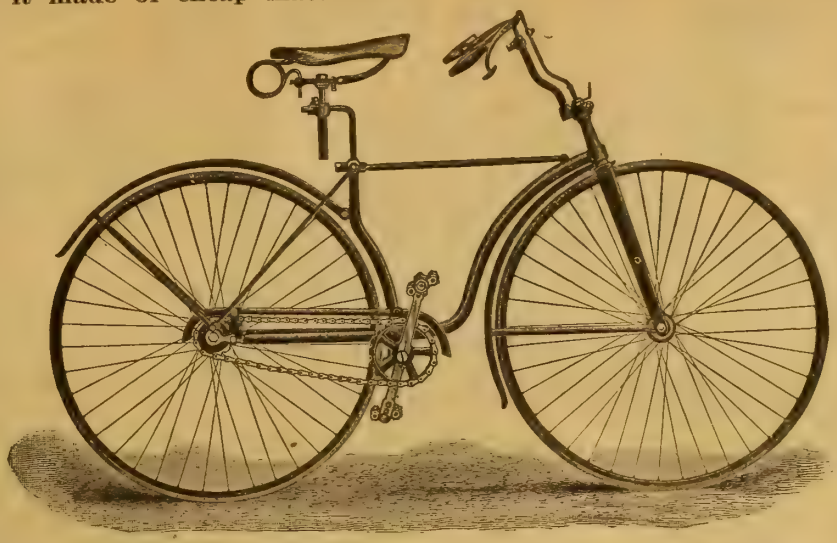
☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

There is no better wheel in the market to-day than the Warwick Perfection. It is not sold for cheap money, nor is it made of cheap material.

PRICE $135.

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IT MAKES A

Light and Superior

Ladies' Wheel.

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WARWICK CYCLE MFG. CO., - Springfield, Mass.

A PREMIER PARABLE.

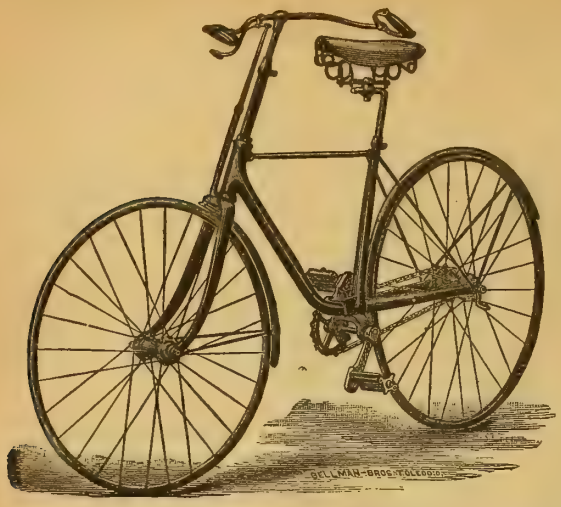
Once upon a time there was a Cobbler, who, living in a Rural District, made Cow-Hide Boots and sold them to the neighboring Farmers. And he made nothing else, so that the Farmers' Wives and Children were forced to go barefoot. But after a while, as Civilization increased among them, a Demand arose for Finer Foot wear, suitable for House and Dress Purposes, and more Comfortable and Easy than the stout and Heavy Cow-Hide Boots. Therefore, a Deputation of Farmers, together with their Wives and Children, went to the Cobbler and said: "Your Cow-Hide Boots are stout and Heavy, and for the Barn Yard or Ploughed Field they give us good satisfaction, but we Cannot Dance in them, nor can our Wives and Children wear them. Make us, therefore, some Lighter Shoes, of Fine Calf-Skin and Kid, that our Feet may be Enjoyably and Comfortably Clad."

Then the Cobbler, who was a Dictatorial Old Fellow, and withal, Miserly, begrudged the Trouble and Expense of New Stock, more Lasts, and Careful Work, and shouted: "No! Cow-Hide Boots are Good Enough for Anybody, and Besides, Finer Shoes are Rights and Lefts, and are therefore Not Interchangeable."

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ONCE MORE WE SAY

LITTLE GIANT.

THEN WE SAY UTILE DULCI.

Now we ask you why you should place your order early for the LITTLE GIANT.

So as to secure what you want just when you want it.

We know from experience that everybody wants the best.

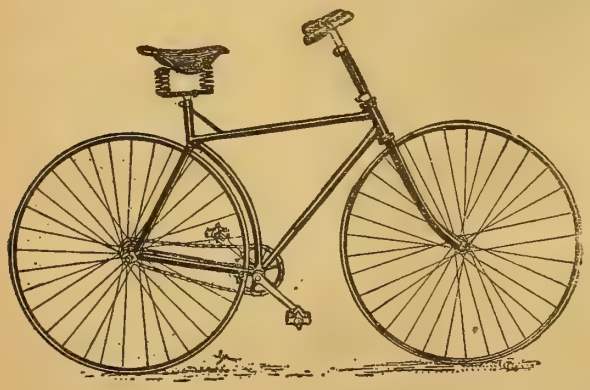
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It becomes a pleasure to supply the public with what they want, when you know from experience that your goods will please them.

The LITTLE GIANT will bear the closest of criticism, therefore we extend an invitation to all to examine it for themselves.

Price $35.00; it is needless to add, constructed of modern improvements.

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THE REFEREE SAFETY.

Correct braced diamond frame of the best steel tubing. True tangent spokes. Ball socket head. Best black rubber tires. Weight, 37 lbs., all on. The lightest in the world and easiest running.

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Large Buttons, 5c. each.
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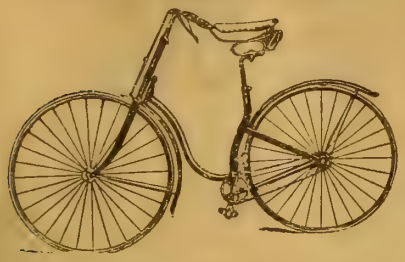
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The lightest and strongest machine of its kind yet made. Tubular steel drop frame, with or without detachable cross-bar, adjustable steel cone bearings for wheels and crank-shaft, hard rubber handles, 24 and 26 inch wheels, with crescent steel rims, steel spokes and 3-4 inch best rubber tires, reversible seat post, with long and short bends, thus giving wide range of adjustment to suit children from eight to sixteen years of age; all wearing parts detachable and interchangeable; handsomely finished in nickel and enamel; weight, with adjustable suspension saddle and tool bag, complete, 34 lbs. Price $40,—and well worth the money, in comparison with any other machine of its kind in the market.

The "Gazelle" has absolutely the strongest wheels of any bicycle made, large or small, and as the frame is strong enough to carry a heavy man over the roughest riding, the machine will stand the rough usage to which children's bicycles are frequently subjected, with little danger of breakage. The Ladies' "Gazelle," much the same style as the above, with 28-inch wheels, chain guard, and some additions and improvements, will be ready in April. Will run about as light as a ball bearing machine. Price $50. Liberal terms to agents. We will deliver these machines at any place in the United States, east of the Mississippi, where we have no agent and which is reached by a railroad, at prices named, transportation free. When ordered to be sent C. O. D., an advance remittance of $5 will be required.

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$3.00 Per Pair.



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TOULMIN'S KANGAROO BICYCLE SHOES
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Greatly improved. Best and cheapest Shoe in the Country. Special Inducements to Agents. Send for Catalogue containing rules for self measurement. Correspondence promptly answered. Address

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25c FOR THIS STAMP. **25c**

Send us 13 two cent stamps and we will send you by Mail one of these Beautiful Self-Inking Stamps, with Your Name, Ink, Box, &c. Postpaid.

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Ask your local dealer for



Safety Bicycle or Tricycle CHAIN.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.



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their Sole Representatives for the United States, and all applications for Agencies must be addressed to them. Agents wanted in every City, town or village on the Continent. Liberal terms. Exclusive territory given and guaranteed.



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	Factory Price.	Our Price.
52 in....	$60 00.....	$32 40
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All Wheels furnished with Tool Bag and Tools

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Small Boys' 20 in., wheels, with Parallel Bearings... $18 75
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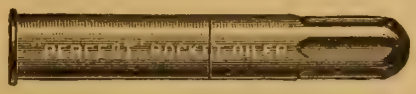
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Send your Wheel to

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PERFECT POCKET OILER.



One-half size.

For bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 9th ave., N. Y.

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10 per cent. off on all Repair and Refinishing work received before March 10.

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Psycho Tandem Safety, all plated except wheels; all balls; tires perfect; an elegant machine,	$175
American Rambler, new; all balls.....	105
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Manuf't'rs of BICYCLE BELLS and HOISTS.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

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Slightly spiritous and containing an abundance of natural fruit acid

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Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

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118 Warren Street, New York.
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Ask your local Dealer (given gratis) for

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The most perfect Road Map of a Massachusetts County ever issued. SHOWS ALL THE ROADS. Printed in Colors, mounted on canvas and varnished. Scale about 5-8-in to the mile. The best Map value ever given for the **price, $1.00, postpaid.**

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Ball Bearings Dust Proof and Oil Retaining.
Chain absolutely noiseless.
Patent Chain Adjustment.

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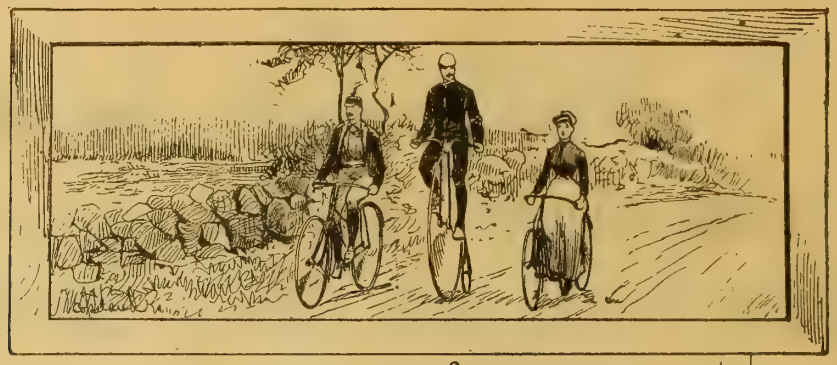
"If not then therefore? Then why so accordingly? BECAUSE, don't you SEE? That is--to be SURE--of COURSE it is. HENCE, LATE EXPLANATIONS."

"Let the galled jade WINCE. OUR withers are UNWRUNG."

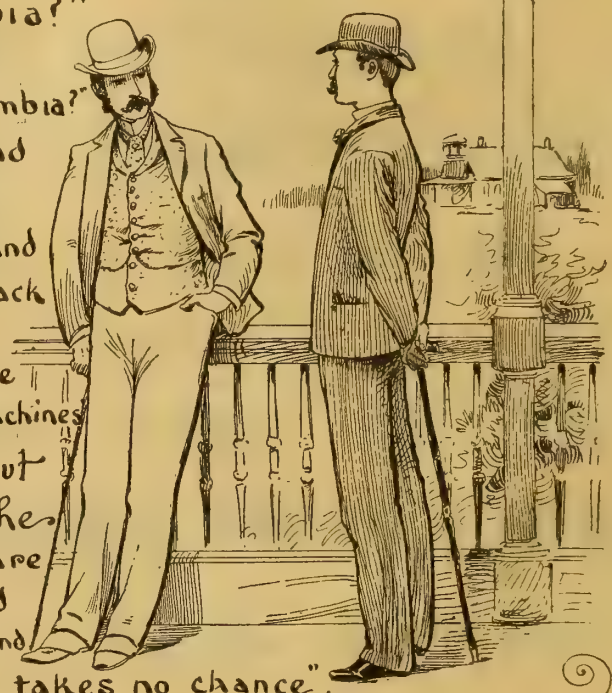
See last number of "WHEELING." See article under head of SCIENTIFIC WHEELING. READ IT. PONDER and MAKE YOUR OWN DEDUCTION. Then send for '90 "CAT." to

WHITE CYCLE CO.,

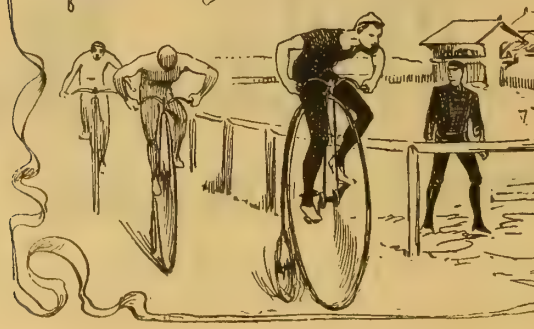
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"Going to buy a new wheel this season?"
"Think of it."
"A Columbia?"
"Certainly."
"Why a Columbia?"
"When I spend $135. I want reputation and reliability back of it"
"But there are other good machines"
"Undoubtedly, but I KNOW the Columbias are all right, and my hundred and thirty five takes no chance".



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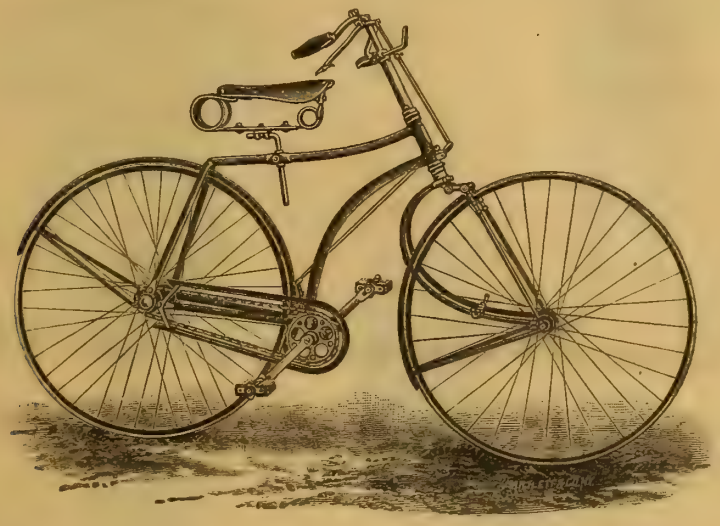
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DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
cents a copy.

BOSTON, 7 MARCH, 1890.

Volume XX.
Number 19.



SPECIAL NOTICE.

Owing to the great demand for our goods, and out of consideration for our present agents, we deem it advisable to give notice to dealers and others that we are not desirous of further extending our agency lists. For several years past we have been unable to manufacture as fast as the goods were wanted, and although we shall again double our output during the coming season, present indications point to an easy disposal of the product without increased facilities for selling.

OVERMAN WHEEL CO.,

MAKERS OF VICTOR BICYCLES,

BOSTON, WASHINGTON.

Factory and Office, CHICOPEE FALLS, MASS.

"Oh Why Should the Spirit of Mortal Be Proud?"

Some recent developments serve to remind us
Of a story we heard of a Fox and a Rabbit,
And though in this case we must look behind us,
We do not intend to get into the habit.

A Rabbit, in haste to escape from a Fox,
Once ran to a well and jumped into the bucket,
And without regretting the many hard knocks,
Felt safe at the bottom as soon as he struck it.

This Fox, unable to cope with his equal,
Came puffing and blowing to the top of the curb,
And the poor, helpless Rabbit, not knowing the sequel,
Was thinking that naught could his safety disturb.

"I think," laughed the Fox in his selfish glee,
"That I have at least *one* little new concern,
Where he can't talk back and compete with me,
And who won't live to use the lesson he'll learn.

How's this for a dinner?" said he with a frown,
As his prey at the bottom he did eagerly scan;
Now when one was up the other was down,
For the buckets were on the interchangeable plan.

So into the uppermost bucket he lighted,
And fiercely at poor little Bunny did glare,
But as it turned out, he was very near sighted,
For his weight brought the Rabbit high into the air.

It was an irresponsible imported Rabbit,
But his vindication was certain and quick,
And the Fox, who felt sure he was going to grab it,
Had nothing left but the bucket to kick.

MORAL.

Discretion should not be so much of a rarity
With Foxes who live in houses of glass;
For it takes something more than the mantle of charity
To cover the ears of an ossified rabbit.

MORAL NO. 2.

Everything goes with us poets.

STERLING ELLIOTT, = Newton, Mass.

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Holmes' Thigh Stocking



Price $2.50.
Double heel and toe.



KNEE PANTS.
(Patented.)
810. Heavy Rib,
Improved double seat and pocket.

FULL PANTS.
(Patented.)
828.
Heavy Rib.
Improved
double seat,
strap & pocket.



No. 884. Heavy Rib.





3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.
3—1. Black, navy, grey mixed, stocking, $1.25.
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Send Stamp for Catalogue.

Athletic and Gymnasium Garments Manufactured by

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is the Safety, and the price of ordinary wheels is going down with a crash that is very sickening to all the dealers. We are still ready, however, to take ordinaries in trade for all styles of new Safeties and if you can't make figures with your nearest local dealer, you had better write to us; also, SEND YOUR NAME IN FOR A COPY OF OUR 1890 CATALOG, which will be the finest thing in its line of the season.

ST. LOUIS WHEEL CO., ST. LOUIS, MO., 311 N. 14th St.

PREMIER BICYCLES.

Repairing of all kinds.
Good Work; Low Rates.

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Every Wheel Fully Guaranteed.
All Parts Interchangeable.

OUR FULL LINE.

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YOUTH'S PREMIER, -	65.00
PREMIER TANDEM, -	200.00

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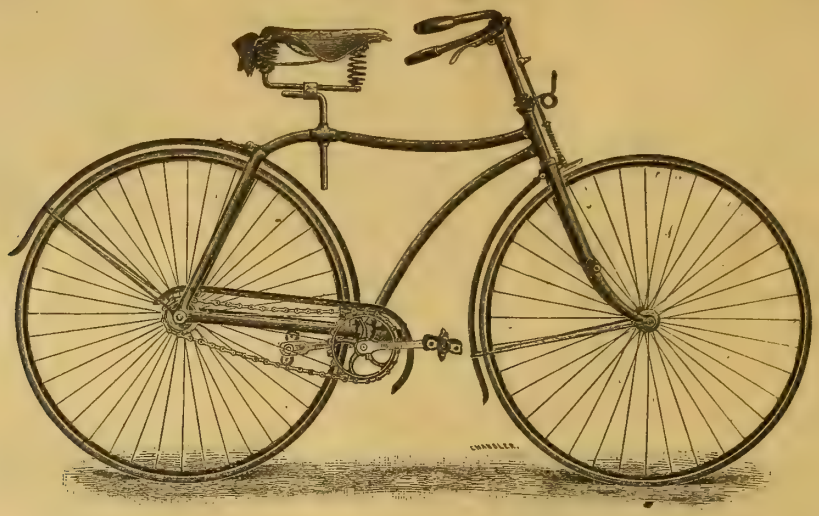
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FEB. 18, 1890.

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Gents—I tried your wheel for a little spin this morning, and must say,—it runs magnificently; in fact, I see scarcely any use for having handles on the machine at all—it steers so easily without hands, even while riding at a very slow pace.

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The Spring on the Front Forks works to perfection, and is a most valuable improvement. And I am,

Yours truly,

———.

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

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Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 7 MARCH, 1890.

RHODE ISLAND continues to be marvelously active on the road question. A lecture was delivered a few days ago by Mr. Alfred Stone in the Brown University Historical and Economic Society's course, the subject being "Good Roads, and How We May Have Them in Rhode Island." Mr. Stone complimented all those who have been active in the good work, and he especially named among the active factors the L. A. W. and the Rhode Island Division. He said, "It is a curious fact that a widespread movement which will contribute to the wealth of the country millions of dollars, and will add value to every farm in the State, located on a good road, *should owe so much to the introduction of the smallest vehicle used by man.*"]Italics ours.—ED.]. Yes, there is no doubt but that the very heart blood and life of this movement is the body corporate of the League of American Wheelmen, and were it not for cycles the question would not have the prominence it now has.

THE Racing Board of the L. A. W. and the officers of the Amateur Athletic Union did not meet in New York last week as expected. We believe that a meeting of the two associations will yet be brought about, and perhaps some amicable compromise may be effected.

TO OUR READERS AND TO OUR CORRESPONDENTS.

BELOW we print a letter from a reader, which is worthy of more than a mere place in our usual correspondents' column. We will give the letter first and then make our comments after:

Editor Bicycling World: With the reading of your last issue fresh in mind, I cannot resist the impulse to speak my thoughts in regard to the matter contained in the notes of your regular correspondents.

It may be that mine is an exceptional case, but it is a fact that "Hawkshaw's" notes are very much missed when they fail to appear even for one week. The space of almost any other regular correspondent might be filled with other matter, and the absence scarcely noticed, excepting by a small percentage of your readers. Why is this thus? Is it not because "Hawkshaw" writes for the whole body of wheelmen and not solely for local riders? That, too, without failing to inform readers of important occurrences among the riders, and in the clubs in his own vicinity. He seems to be fully aware that such an important item as Mr. So-and-so of such-and-such a club rode around the park during a snow storm, while of great (?) interest to the wheelmen of his city, has no interest whatever to the riders of the neighboring town, and he accordingly utilizes such space for matter which is not only of local interest, but which every wheelman can read with pleasure and profit. Who failed to enjoy the column devoted to New York items last week? And still the New York clubs have not suffered because their affairs were not published to the whole League membership. We like news, but "like it done up in small parcels," and only such as can be generally considered worth reading. What interest can there be to the Connecticut or New Jersey or California wheelmen, for instance, in the petty quarrels of the two Chicago correspondents and their respective clubs? Even your readers in that city, I believe, would prefer something more in the line of cycling, for it is usually the case that club members are as well posted on such unimportant matters as the correspondents who inflict them upon innocent readers. This is not written simply for the sake of criticising, but with the hope that a kindly hint may be taken, and the columns of your correspondents made so interesting to all wheelmen that readers will turn to them, anticipating the pleasure which many now enjoy in reading the column allotted to your New York correspondent. Very truly, 16,937.

New York, February 19th, 1890.

Our correspondent's ideas jibe with ours exactly, but it must be remembered that it is the majority of readers that we must please, and not the few or even ourselves.

We have believed that the demand was for letters from different points with local news, personal mention and the like.

We cannot but agree with No. 16,937 that letters of the general character, such as furnished by "Hawkshaw" and the late lamented "Jack," were of much more general interest than the style of correspondence that our correspondent criticises. We personally would like to see the public and local taste demand letters which would deal in topics which would be of general interest. We would not wish to slight the local and personal news, but we would like to see it boiled down and made subservient to questions of general interest.

Now the question is, do our readers take enough interest in the matter to spare the price of a postal card and the necessary time to express a brief opinion?

Second, will our regular and occasional correspondents give us their advice in the matter?

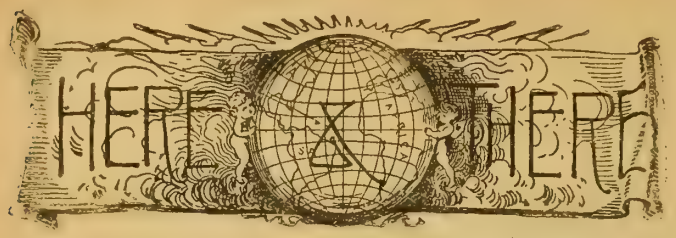
We have had in mind this question for a long time, and we have been on the point of putting the matter before our readers, asking for an expression of opinion, and now the letter of 16,937 gives us a good opportunity.

We hope every reader of this article will find it to his interest to voice his sentiments, and we call on our regular correspondents to do likewise.

POSTPONEMENT.

THE mass meeting at Utica, N. Y., has been postponed until March 18th. This postponement has been found necessary from the fact that many of the agricultural or grange societies desiring to be represented have meetings which will clash with the original date set. The greatest interest is shown; a big meeting is assured.

AN outline of the programme of the New Jersey Division meet to be held in Plainfield, on May 29, 30 and 31, is as follows: May 29, general meeting of the officers of the New Jersey Division; May 30, business meeting in the forenoon, races in the afternoon, and a lantern parade in the evening through the principal streets of the town; May 31, morning parade, Division photographed, runs to various points of interest, and a theatre party in the evening.



NEW YORK.

"HAWKSHAW."

THE daily papers here have of late contained several articles on what they declared was an impending war between the Amateur Athletic Union and the L. A. W., owing to the Racing Board of the latter having passed a law forbidding the hiring of racing men under the "payment of expenses" game. As is usual, when a layman attempts to write about cycling matters, these articles are complete with what their writers don't know about the L. A. W., and contain nothing denoting any knowledge of the subject they are attempting to pass an opinion concerning. The L. A. W. has taken a stand in this matter which is not in keeping with its past record; it upholds the purity of amateurship and protects the cause of the wheelman by forbidding him to become the object of purchase and sale like a bale of goods. Several of the gentlemen who are racing for the large athletic clubs here, have been interviewed by the papers, all declare that the L. A. W. have done wrong, and predict ultimate disaster and defeat for it in consequence. Naturally these gentlemen think as they do, but what of it? Does any fair minded man think that the L. A. W. has done wrong, or even granting that it has, does any one think any association can run cycling in America except the League? If there be such individuals, I pity them, for they must be blind. Supposing any racing man in the ranks of the L. A. W. should leave it, would the cause or the association receive a very great setback? Under the new system of local and national championships the man who wins an L. A. W. championship will be all that the name champion implies, and it will take an infinity of nerve for any individual to claim that title because he may win a race at some A. A. U. athletic game, billed a "championship." No, there won't be any war, because it take two armies to make a battle, and in this case there is but one, the L. A. W., opposed to some score of athletic clubs. It has been the policy of the League to always cry "hands off" when any one attempted to rule wheelmen, and as it has been right in the past in doing so, so is it now right in maintaining its sovereignity over cycling. Wheelmen know and endorse this; others must learn and obey it, that's all.

TALKING with Sam Clark the other day, I found that he voiced the same idea that I have long held, that is, that a purely cycling club cannot be made a permanent success. By the enthusiast this statement will undoubtedly be at once put down as untruthful, and yet I am convinced that any old club man will agree with me in declaring it to be as I have stated. When the history of American cycling comes to be written, it will show that no sport has at any time or place ever received the encouragement and enthusiasm that wheeling has here, and yet with all of this, to-day finds but few of the famous wheel clubs of eight or nine years ago in existence, and where such is the case, in every instance will it be proven that those in power in these organizations have been wise enough to see the necessity of giving to their members social as well as cycling advantages, and as a result the club has prospered and retained its members. There must exist a cause for all things, and a club is the result of a need on the part of wheelmen for some place where they may meet men of their own ideas, and enjoy there the fraternity of kindred spirits, hence a cycling club must as a result be formed from and by cyclers, but sooner or later a wheelman forsakes active riding, and if the club offer him no other than cycling advantages he will in a short time forsake it too, so the social features must be introduced, which will then attract members who are not wheelmen, and from this will grow the permanency of the organization, but from a purely cycling standpoint no club can prosper and become other than a temporary affair.

Two of the writers, who years ago served their literary apprenticeship upon the pages of the BICYCLING WORLD, have this week made their initial bow to the public in the guise of authors, Mr. Louis R. Harrison, the ex-editor of this paper, as the writer of "Rothermal," a novel illustrative of Boston and Paris life, and Mr. W. I. Harris, as one of the compilers of "Athletic Sports." In both instances I think the gentlemen have done themselves and their early teacher credit, though, since this is the opinion of a friend, it may not be accepted as an authoritative one.

SMART ALECK, since he became a convert to the rear driver, has had a coat of arms designed, which consists of a safety triumphant over a ploughed field rampant.

PROVIDENCE.

ONEONUM.

THE Rhode Island Wheelmen came very near losing their ex-President, J. L. Speirs, in the railroad accident at Chickering Station last Tuesday afternoon. They have been congratulating themselves and the ex-President ever since on the escape of what might have been a very serious loss to them.

IT was sad news to the boys when Mr. Chas. Howland relinquished his position on the *Journal*, for he had been a faithful ally in keeping them posted as to the deeds and misdeeds in cycling society. It is hoped the change will be a gain to Mr. Howland, although a loss to the Rhode Island Wheelmen.

THE wheelmen of this city during the past week have had the pleasure of entertaining Mr. H. F. Capman, of the Hartford Wheel Club, and Mr. B. F. McDaniel, the famous road rider of the Wilmington Wheel Club.

THOSE who were fortunate enough to be present at the reunion of the North Shore Tourists, given in Odd Fellows' Hall in Boston last Wednesday evening, to which an invitation was extended to all the lady bicycle riders of Boston and vicinity, had the privilege of enjoying a very pleasant time. We are told that a delegation of a dozen or more attended from Providence. The Ladies' Cycling Club was well represented, their energetic Secretary was on hand, and all were enthusiastic in their reports and agree that the evening was an enjoyable one from beginning to end, the musicale and literary entertainment being excellent and well spiced with wheeling items and jokes. The presence of Secretary Bassett, Dr. Emery and many others whose names have become as household words wherever the bicycle has found its way, added to the pleasure of the evening; a little dancing and a little cream also lent a charm. Towards the end of the festivities, when many good-byes had been said, and the floor of the hall became clear, Miss Webb gave an exhibition of bicycle riding.

THE latest application for active membership to the Rhode Island Wheelmen is Mr. John H. Dawson, of this city.

ST. LOUIS.

"LINNEUS."

THE stockholders of the St. Louis Bicycle Track Association held a meeting at the Cycling Club's house, Tuesday, February 18, at which the dates for the tournaments were set. Vice President Sanders occupied the chair. The Superintendent's report showed the track to be in good condition, and it is thought that it will be better than ever next year. The Secretary-Treasurer's report showed the association's finances to be in fine shape, there being nearly $180 in the treasury, and the dues which are now payable will swell the amount to nearly $350. After a good deal of discussion the date for the spring pony tournament was fixed on May 24, and the regular annual fall meeting will be held on August 23d. The former is to be, in the main, a small affair, for the purpose of encouraging a great deal of local racing talent to compete for the prizes offered. The regular tournament will surpass all previous efforts, and every inducement will be made to attract the fastest men in the country. In addition to the above, Chief Consul Holm will in all probability make arrangements for a hill-climbing contest, open to the world, on Son-of-a-Gun Hill, near Manchester, to take place some time during June. These events, taken with the proposed reunion of cyclists at Lousiana, Mo., early in May, the three days' tour to the State meet, and the State meet at Columbia as well as the national meet at Niagara Falls, will make the season an exceedingly lively one.

VICE CONSUL JORDAN is to make an attempt at the local 24-hour record (150 miles) as soon as the roads get settled.

EX-CHIEF CONSUL WAINWRIGHT, of Indiana, will make this city his future home.

THE riding school for ladies will be opened early next month.

THE recent spring-like weather causes the inhabitants of Clayton to yearn for the opening of the Forsyth boulevard, which has been closed by the owners of the land through which it passes, because of the failure of the County Court to comply with the terms of the deed of release, which requires a sixty-foot roadway, while the county is only willing to build one twenty-five feet in width.

THE annual elections are on hand, and never before has the interest in this connection been as great as now. The active riding members of the Missouris held a caucus at Captain Hildebrand's residence last Tuesday, at which the full ticket was nominated, and no doubt every candidate will be elected. If this is done the

Missouris will enter upon the most prosperous year they have yet had.

KANSAS CITY and St. Joe have had serious drawbacks to contend with in their efforts to boom cycling. At the former, the Kansas City Wheelmen have been compelled to abandon their luxuriant club house and remove to more modest quarters. They being unable to hold even these, were next compelled to store their furniture in order to keep the club together, but hope to effect a reorganization by the coming spring, which will place them solidly on their feet once more. The St. Joe Club has suffered mainly through the removal of its members and the lack of workers. Consul Eberly and W. H. Cameron have, however, been making efforts to alter the present condition of things, and as they are good men in the right place their labors will doubtless result in a big boom. At Carthage and Joplin, Representative Case and Consul Graves have taken hold and are shaking up matters in great shape, as the application lists will show. A couple of hustlers were badly needed to shake the wheelmen out of their lethargy, which predominated in this section for so long.

LOS ANGELES.

"VINDEX."

WHILE Northern California has been inundated, blockaded by snow, the southern portion of the State has been reveling in the finest weather imaginable. The climate is superb. Riding has been excellent. Just imagine these conditions: Good roads under you, a warm, genial sun above you, flowers, evergreens, oranges, lemons, etc., around you, and at the same time the thermometer is in the seventies! With these facts before you, why should we not praise our climate as being the finest in the world? A correspondent of the WORLD, writing from San Francisco recently, made a few ill-natured remarks at our climate. Owing to washouts, avalanches of snow, the mail containing his letter was sent East by Southern California. Consistency thy name is Dennis, in the Bay City.

CHAS. C. CANDY was in the city receutly, on a business trip. He will probably regale his Eastern friends with a choice selection of California yarns. He said that up near and around Sacramento snow shoes were fastened on horses to enable them to make progress, owing to the heavy snowfall! Don't you believe it.

THE wheelmen of Pasadena have formed a club, and A. L. Atkins, well known in Boston, was made President, and James W. Loncaster, the Crown of the Valley's racing representative, was elected Captain. The name of the organization is the Pasadena Cycling Club. The wheel club, in conjunction with the foot ball eleven, has rented, furnished and decorated a suite of rooms in a business block, and a few evenings ago the formal opening of the new quarters took place, and the affair was a royal success. The programme of the evening consisted of music, sparring, wrestling, etc. With genial Atkins at the helm, the success of the new club is a foregone conclusion.

GEORGE H. FROST, of Pasadena, who spent nearly all last year in the East, has returned home.

W. S. WING has resigned the managership of Osborn & Alexander's (San Francisco) branch here, and has been succeeded by S. G. Spier, of the Bay City. Wing is the champion racer of the Pacific Coast. He will probably return to his former home, Minneapolis, in the spring. A number of racers will heave a sigh when they read this.

S. G. SPIER, who succeeds W. S. Wing, is an old wheelman, and was the young man who rode from New York to San Francisco, that is, a part of the way, three years ago. He lost his amateur standing by competing with professionals in a six-day race at San Francisco last fall.

MESSRS. BRADLEY AND HERWIG, of the Los Angeles Wheelmen, essayed a tour to Santa Barbara, 110 miles north from here, a week ago. They encountered the energetic end of a windstorm about 25 miles out, threw up their hands, and toured the remainder of the trip in a Southern Pacific Railroad train. They had a very nice time riding over the splendid streets of this beautiful coast city.

SANTA BARBARA has a large number of wheelmen, but there are very few members of the League. Here is an excellent chance for some missionary work by the powers that be, in San Francisco.

THE Los Angeles Wheelmen have inaugurated a series of socials every other Saturday night. Last Saturday evening an entertainment and supper were given. The newly organized McGinty Quartette,—Messrs. Bickford, Off, Bradley and Burke,—favored the company with a number of well-rendered chestnuts. Fred Cary, of Stockton, who has been visiting his old friends, sang the Oakland version of "Down Went McGinty" with good effect. He also entertained the company with guitar and harmonica music, of which he is an adept. The supper was excellent, and was presided over by A. E. Little, toastmaster.

FRED CARY, of Stockton, who has been visiting his host of friends here, has returned home, after a short visit.

SAN FRANCISCO.

"S. F."

YES, that man who wrote of social members in a bicycle club as "the tail which would sooner or later wag the dog's body" was quite correct. I was in Stockton some time ago and met a very pleasant young man who introduced himself as a member of the Oak Leaf Wheelmen and asked the rather surprising question as to what make of wheel I considered best for him as a novice to ride. Now as we have considered the Oak Leaf 's as a *bicycle* club, the above query was rather a startler, but a little investigation revealed the fact that the club being composed of a very fine class of men and of a somewhat social turn had admitted a great many members on the understanding that they would buy wheels and learn to ride. It is to such members as these that is due the fact that the motion to join the League as a League club was recently defeated. The Oak Leaf's have lately moved into splendid new quarters, but if they are to retrograde into a common social club we can only hope that such "riders" as Wulff, Southworth, Wright, Heckenbotham and some others may be induced to withdraw and form a club strictly "cycular" and look out for the "Social tail."

THE Bay City Wheelmen are indeed to be congratulated on the great success of their first complimentary invitation ball given Monday night, February 24th. Only 150 invitations were issued, and judging from the way people applied for them we consider ourselves lucky to have had one at all. Dancing was continued from 9.30 P. M. to 1 A. M.

VICE CONSUL WAGONER of San Jose has written a very able article on road improvements, which appeared in the *Alta California* some days ago. One of the technical journals of this city has also recently been giving a great deal of attention to the matter so that we may hope, ere long, to get the people of the country sufficiently interested to take active steps in the matter.

W. A. SHOCHLEY, coast safety champion, was in town last week. He declares that there is no such country as Nevada in which to make money, but says you must leave your wheels at home.

CHIEF CONSUL THOMPSON has issued a very pithy address to the members of the California Division, urging them to secure recruits for the League. This is a move in the right direction, and with the backing presented by his Board of Officers cannot fail to be successful.

BALTIMORE.

"ARGUS, JR."

BEFORE this is in type Senator Poe will have introduced in the State Legislature the wheelmen's road improvement bill, which has heretofore been outlined in the BICYCLING WORLD, and notwithstanding the prophecies of some of our local Solons, there is yet plenty of time for it to be acted upon. The petitions asking the passage of the bill, which have been sent out, are being rapidly returned, very numerously signed, and among the names on them are those of some of the best and most influential people in the State. There are being received, too, many very encouraging letters on the subject.

THE following is the regular ticket just put forward by the Nominating Committee of the Maryland Club: President, S. T. Linton; Captain, Edwin Biddle; Recording Secretary, A. C. Kenly; Corresponding Secretary, E. H. Bennett; Treasurer, James Thompson; First Lieutenant, Daniel Bowers; Second Lieutenant, George Hagerty; House Committee, T. J. Lindsay, Chairman, W. E. Swindell and C. W. Sloane; Executive Committee at large, H. T. Williams and Wm. B. Oliver.

H. T. WILLIAMS, T. I. Lindsay and J. H. Bennett were the committee having in charge the arrangements of a musicale given by the "Disconsolates" to the other members of the Maryland Club, on Wednesday evening last. The "Disconsolates" are a collection of the Maryland boys, who on Sunday evenings gather round the richly tiled fireplace in the club parlor, and swap yarns in explanation of the frigidity existing, temporarily or otherwise, between themselves and their best girls.

THE Chesapeake wheelmen will this week settle the question of a new uniform. Another sample suit is to be submitted, I hear, and its advocates are hopeful of arraying the Chesapeakes hereafter in a giddy combination of brown stockings, very light pearl corduroy pants and seal brown coat and cap trimmed with wide black braid.

THE annual full dress reception of the Maryland Club, postponed on account of the death of H. E. Brown, is now set for April 11th.

NEW JERSEY NOTES.

"NITRAM."

THE mammoth fair held by the Plainfield Bicycle Club on Feb. 20th, 21st and 22d, is now a thing of the past. An unqualified success to the tune of about $1100 crowned the efforts of the members. The fair was held in the new gymnasium recently erected by the club. The walls were handsomely and artistically decorated with costly rugs, portieres, bric-a-brac, Japanese lanterns, etc., the large and exquisite open fireplace added much to the attractiveness of the room, which presented a scene of grandeur. A bevy of Plainfield's beautiful young ladies was in attendance at the various booths. During each session a musical concert was given by the Murray Brothers performing on a variety of instruments, and by Mr. Mecklem (a New York banker), on the harp, and his daughter, on the saxophone. Miss Mecklem is a pupil of LeFevre. She is only fifteen yerrs of age, but has already developed musical talent of the highest order. A brilliant future evidently awaits her. A large number of costly articles were disposed of by chance, prominent among which was a Columbia Safety Bicycle, won jointly by Messrs. A. L. C. Marsh and F. L. C. Martin, and a handsome diamond ring, won jointly by Messrs. Thos. S. Burr and the inevitable A. L. C. Marsh, who also captured several minor prizes. The billiard room in the club house was converted into a phonograph concert hall, and added considerably to the amusement of those present, besides netting very good returns. The shooting gallery, under the supervision of Messrs. R. F. Murray and E. B. Ryder, proved another good source of revenue. A handsome souvenir badge made by Mr. R. H. Radford, one of the members of the club, composed of the club colors, cardinal and old gold, was presented to each lady assistant, and also to the chairman of each committee. The members are very much indebted to their lady friends for the manner in which they worked, and the magnanimity they displayed by their donations, and are arranging to give a reception in their honor at an early date, as an evidence of the appreciation of their kind services. The Almanac Programme, a 36-page edition issued in connection with the fair, is a very interesting production, and reflects much credit upon the ingenuity of the editor, Vice President Thos. S. Burr, who was ably assisted by his daughter, Miss Helen.

AN adjourned meeting of the board of officers of this Division, together with the various committees arranging for the annual Division meet, will be held on Friday evening, March 7th, at the club house of the Elizabeth Wheelmen.

THE Bergen Wheelmen, a club recently organized at Hillsdale, is considering the project of changing it headquarters to Spring Valley, N. Y., under the name of the Rockland County Wheelmen, at which place they have been offered the free use of the half-mile track, and promises of quite an appreciable addition to the membership, with far better quarters than at present.

THERE is something of a revival among the cyclers in and about Long Branch, and the League membership from that quarter is likely to be materially increased. There is a promise of much better roads at Long Branch also, following road improvements in other parts of the State. A bill now before the State Legislature provides for the laying of asphalt pavement on many of the prificipal streets with the consent of the inhabitants, who are to assume one-half of the expense incurred thereby.

THE Hudson County Wheelmen's reception, which was tendered to the ladies who assisted at their recent fair, was held at Crescent Hall, Jersey City, Feb. 12. The large hall was profusely decorated with flags, etc., and presented a sight beautiful to behold. Mr. Ward MacEldridge led the grand march, followed by about 40 couples. The affair was pronounced a huge success.

AT the last monthly meeting of the Hudson County Wheelmen thirteen new members were elected, which carried the membership just over the century line, and for the first time in the history of the club. They now have the largest membership of any of the cycling clubs in the State, followed closely by the Plainfield Bicycle Club with 95 members. The Plainfields held first place for a short time only, but claim that they will "get there" again, and at no very distant day.

CHICAGO.

"THE STROLLER."

GARDEN has returned from his Eastern trip resplendant in a real "Chappie" overcoat, and doubtless the preliminary steps will soon be taken in regard to our annual Pullman road race. The zeal with which the "*Bearings*" is treating of this race gives one the impression that the editor of the same would like nothing better than to manage the affair. But saints protect us from any such dire calamity. They have their hands more than full in that Wilmington team road race without trying to spoil this one.

IT begins to look as though Mr. Campbell was not as desirous of meeting Lumsden as he pretends, as he refuses to race on a board track, and will not consent to Mr. Prial or Mr. Fourdrinier acting as stakeholder, preferring "some less interested parties;" well, well, that is good. He prefers the *Sporting Times* to either of the above mentioned gentlemen. What's the matter Campbell, are you getting sick of it already?

THAT special meeting of the Chicagos did not pan out very well, only a bare quorum being present to consider such an important matter as the Constitution, it was deemed advisable to lay the same on the table to be brought up at the regular monthly meeting.

THE Illinois Club social season is ended, and the programme for the riding season is being mapped out by the officers in charge of same.

R. D. GARDEN is now a member of the Racing Board, and it is needless to say that the appointment gives universal satisfaction here.

AS might have been expected, Chicago walked away with the World's Fair prize, and now Chicago cyclists want the League meet held here the year of the Fair, and they have been promised great things by the World's Fair Committee in the shape of track, etc.

JOHN ELLIS says he will be present at the regular monthly meeting to discuss the uniform question in the proposed constitution of the C. C. C., and remind the old members of C. Bi. C. days.

NEW ORLEANS.

"NOKOMIS."

MARDI-GRAS here this year has been unusually attractive, which, together with its Saengerfest, pretty well filled the city with an enormous crowd, amongst whom were many wheelmen from various cities, intent upon seeing "Mardi-Gras." After some little difficulty they were nearly all located by the wheelmen of this city, and were found to be as follows: Messrs. W. P. Nebault, of Carrollton, Mo.; V. P. Ring, St. Louis; Charlie Whitney and Jno. Hewington, Chicago, Ill.; Frank Mehlig, St. Louis; Chas. J. Scherer, Memphis, Tenn.; Frank B. Steele, Buffalo, N. Y.; H. P. Andrae, Milwaukee, Wis., and also a member of the Fort Dearborn Wheel Club of Chicago. The L. A. W. officials took them in tow, and the Sunday before Mardi Gras took them on a ride to West End, and where the whole party, numbering over 40, breakfasted on fish, oysters, etc., etc., to their hearts' content. The roads were in splendid condition, and the visitors left with kind words of their treatment while here, putting in a good word for our asphalt, which they say is the finest they ever saw.

CHIEF CONSUL HODGSON was pretty busy during Carnival season, but managed to show the boys around.

THE club house of the Louisianas is progressing slowly. It will be built eventually.

L. JEFF FREDERIC, JR., has sent in his resignation of the Louisianas. Several are spoken for his successor, but the fortunate one I will chronicle in my next.

So Dunn was elected. Well, we all expected it down here, and consequently his election was no surprise. Louisiana sent her two votes in his favor.

THE annual election of officers of the L. C. C. will take place April 1st. In connection therewith a dinner is being discussed, and is being looked forward to by many with great pleasure, for the memory of the last one, with its "French Snipe," still lingers in the minds of all.

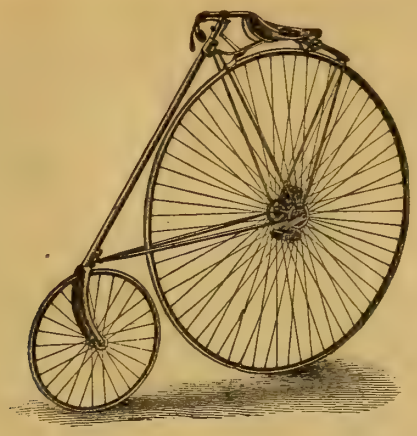
M. O. SPRING has gone and did it, i. e., married. He left alone for Chicago some time since, but on his return it was discovered he was no longer single—well, here goes. Bert is very popular with the boys, and they all wish him happiness.

BOGEL, of the L. C. C., is a bugler.

NEWS AND COMMENT.

THE working editor of this paper is out of town, the ornamental editor is in court, and the paper is in the hands of the stenographer and the office boy. We hold ourselves personally responsible for all that is good in the paper, and all that is bad may go to the credit of the editor for leaving us here alone. The office boy will take all the little favors in the way of invitations to shows, patent notions, etc.; all the bouquets and fruit will be appropriated by the stenographer, and all the drubbings should be kept to cool till the editor returns.

THE Philadelphia Bi. Club claims forty lady riders, and the Pennsylvania Club has a dozen. A well appointed riding school,



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Gentlemen—I am more than pleased with the Rambler, and get much more use of it than I could with an ordinary. Have made 800 miles since 1st August without repairs, and wheel is in first-class shape.
Yours Respectfully, L. F. COREY, Box 302.

with competent instructors, has much to do with making lady riders in the Quaker City.

MARYLAND WHEELMAN are pushing a road bill in the Legislature. Chief Consul Mott is leading the forces and is well supported.

BEN. L. DARROW is not dead after all. It was the father, Ben. C., who died. Our sympathies are with the son.

BROTHER PRIAL has been losing his Betts. We didn't know that Frank was a betting man, but we understand that it was an R. G. —which means Real Good—Betts, and he has gone to Chicago, where they like to receive their little Betts.

JACKSONVILLE, FLA., is to have a shell track. Those who remember the white shell roads of the North Shore of Massachusetts will know that shells make a good surface.

THE shortest poem written on the late election is given below. We publish it because it gives the whole story in a few word:

Dunn
Won.

RECENT reports from Kentucky shows wheeling to be in a most prosperous condition, new riders are becoming numerous in almost every city, and we are pleased to see the "old cyclers" wake up as they are doing, and with renewed enthusiasm, put themselves to the State Division wheel and start it rolling towards success. Louisville, Lexington, Richmond and Covington report most favorable improvements, and it is safe to say that the State meet to be held at Richmond July 8, will be the most important meet in the history of the Kentucky Division. Cynthiana, Paris, Maysville and Nicholasville have not been fully heard from. We are therefore at a loss to say as to what is actually occurring at these places.

THE Plainfield Bicycle Club has been doing the fair thing. Enlisting the services of the fair they held a fair, and secured a fair sum for the club treasury.

THE Albany Wheelmen held an indoor tournament 14 February. The entertainment consisted of athletic exercises, participated in by members of the club, fancy riding, a game of polo on bicycles, a tug of war, and an exhibition by Dan Canary. The affair was a great success.

THE League committees will be announced soon. President Dunn is looking for the best men.

WE have no desire to awaken needless alarm among railway managers, but since this ten-miles-per-hour resolution of the various companies was announced there has been a quiet movement among bicyclists and tricyclists for elevated cinder paths running to the suburbs.—*Chicago Tribune.*

VAN WAGONER will attempt to ride from Boston to Chicago next fall. He will try to cover one hundred miles a day and finish his journey in ten days.

WE are in receipt of a photo. from Prof. I. W. Niles, of the State Normal School, Bloomsburg, Pa. It shows the Professor, who is 53 years of age, mounted on a safety, and carrying in front of him two little girls who are his grand-daughters. The Professor writes that he has carried the children many miles, and has never had an accident.

WE'VE bought a new microscope, and have been looking after a manufacturer who has a new ordinary wheel to offer this year. If we have so much safety, will we have so much fun?

THE office boy and the stenographer leave for California on Thursday morning. The editor will return later. In fact, we mean that he shall return after we leave. We shall let him do his clubbing on the compositors.

IF Mr. "Perseus" regards the efforts of the office boy as flippant, we hope he will not pursue us for it. This joke is not by the editor; it was built by the o. b.

THE Syracuse (N. Y.) Cycling Club will open its new club house about May 1st. A grand entertainment will warm up the building.

SOME members of the Denver Ramblers have had a "triplet" two-wheeler built. The third rider is seated behind the driving wheel, otherwise the machine greatly resembles the usual form of tandem bicycle.

JACK Prince is still at work enthusing the wheelmen of Denver. He loses no whit of his vigor.

IT is proposed by the Texas Board of Trade to hold a State convention of the County Judges and Commissioners, to discuss the ways and means to obtain good country roads. Judge E. G. Bower, of Dallas, has issued a call for such a meeting, and the date suggested is April 8th.

THE Farmers' Institute of Rhode Island devoted one evening of its meeting to the discussion of roads improvement. The interest shown by the grangers was most encouraging. The idea urged the farmers was the sure increase in the value of their farms if the roads were only first class.

A WRITER from Terre Haute, Ind., sends us the following: "The *Evening Gazette* of this city has been printing articles on roads improvements, and articles pertaining to roads improvements. Score one for Terre Haute in the great fight for better roads. Was the missing wheelman, Wm. Platte Robinson, ever found? What has become of the Le Feur brothers who went to South America?" As to our correspondent's inquiries: We believe that W. P. Robinson has not been found. The Le Feur brothers evidently had enough of their proposed trip as soon as they arrived at the mouth of the great river. In other words the intention was never carried out. Last heard of the Le Feurs they had returned to Canada.

THE New York *World* says: "The representatives of the League of American Wheelmen and Amateur Athletic Union did not confer Thursday night, owing to the absence from the city of President Dunn, of the former organization. The matter in dispute has been thoroughly canvassed by the leaders of either body, and will probably be disposed of at their next meeting."

"NOSTAW," of Bridgeport, sends us the following: "The familiar visage of Sam Sterling, the champion hill climber, may again be seen upon his silent steed. Sam starts the wheel a-rolling rather early, and expresses an intention this year of eclipsing all previous records. Everybody knows how, when he said he would climb that famous Corey Hill eleven times in succession without a dismount, he did it [Yes, *practically* he did, but technically not.—ED.]; and possessed with such indomitable pluck and endurance no one can tell what other wonderful feats the future has in store for him. Sam is not an egotist, neither is "Old Sport," the veteran pedestrian, and when these two old fellows were again seen to lisp a few words together on a street corner the other day, an inquisitive bystander could not refrain from approaching near the two in order to catch a few words of the conversation. Sam was heard to declare his intention of making a wheel trip across the continent during the coming season, and "Old Sport," who is never outdone in anything, declared that he would traverse the terrestial soil to the City of the Golden Gate afoot. No doubt both are capable of doing great things, and if they should really decide to undertake the hazardous task their familiar countenances will probably be missed for years by their numerous friends in the East."

WILL our good friend, E. H. Corson, of the *Cycling Courier*, please pardon our oversight in not noticing the demise of the *Star Advocate* and the birth of the sprightly monthly, the aforesaid *Cycling Courier*? Why bless you, brother Corson, we apologize way down to our boots for the oversight. The *Advocate* is dead; long life to the *Courier*.

THERE was one single quadricycle at the Stanley Show. How's this? Are the English copying American models?

WHAT a fine cycling exhibition America might hold at this time. What city will undertake it? We ought not wait till '92.

THOMAS STEVENS was a guest of the Savage Club, London, last week. He claims to have been the first newspaper man who came up with Stanley.

THE Executive Committee of the L. A. W. made their annual inspection of the Secretary's office last week. They went home well satisfied with the condition of things and the system of work employed by the Secretary. Having wound up the works for another year they hope the wheels will run smoothly.

THE anxiety lest the differences on the amateur question shall disrupt the League seems to be held entirely by the sporting press. Cycling papers see no earthquake ahead.

MR. F. D. ELY, JR., local L. A. W. consul of Dedham, Mass., died last week. Mr. Ely was born April, 1868.

BY the way, Mr. Charles A. Sheehan was about the only New York City wheelman that showed any attention to the visiting wheelmen during the late meet in Gotham. Mr. Sheehan's attentions were appreciated, and were in marked contrast to the "let alone" methods of the other New York wheelmen.

THE Elwell European tourists leave New York, June 7, on the La Bretagne, of the French line. Berths will be assigned from March 1. During their stay on the Continent they will make extended stops at Paris and other large cities. The tour is completely mapped out, and additional information will be ready by the first of next month.

THE Harvard Bicycle Club will give an invitation meeting on Holmes' Field about May 17. Among the events will be an interscholastic race. It is intended to give medals instead of the miscellaneous articles given last year for prizes. The club is raising money to raise the corner of the tracks, and when this is done it will make the track one of the fastest in America.

An Ashland man has invented a tricycle for a legless cripple which is very ingenious. The seat rests on a pivot, to which is attached the steering apparatus, enabling him to guide it with his body, whilst his arms furnish the motor power.

The ladies (?) who went abroad with Mr. Eck to beat the English ladies (?) on wheels are returning very sad and very much wiser, if not richer than when they left us.

Brooklyn has another cycle club, the Parkaway Wheelmen. The City of Churches is also the City of Cycle Clubs.

Not a week goes by that we do not hear of the invention by some one of an ice tricycle. We never heard of anyone who cared to have such a thing.

The Secretary of the League wants to sell his sociable. Will not somebody take it off his hands? The Secretary's sociable is historic. It ought to be preserved in a museum.

LADIES' RECEPTION ROOM.

[All communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—Ed.]

It was a night of nights at "The Stalleries." Fair ladies and brave knights of the wheel were gathered there in goodly numbers to enjoy the hospitality of the Tourists, to exchange narratives of wheeling experiences, to know and be known of riders and to enjoy the entertainment provided.

I can't believe that our enthusiastic friend, W. W. Stall, will object if I dignify his bicycle warerooms by the title "Stalleries," for there were steeds in stable there, and the guest room with its crowd of people lost entirely its shop aspect. Neither do I think the members of the North Shore Lady Tourists will object to my reducing them to a single-word title.

The Stalleries, then, was the place, the Tourists were the hosts, and February 26 was the date.

All the wheelmen of Boston and vicinity were invited, and very many responded.

It was a gratifying success, and the Tourists have once more added to their well-earned reputation for executive ability in the conduct of what they undertake, be it a tour, a run or a social occasion.

Upwards of one hundred and fifty ladies and gentlemen were present. From Providence came Mr. and Mrs George R. McAuslan, Mr. and Mrs. A. C. Barker, Mr. James Kinghorn and Miss Adelaide Webb, besides half a dozen others. Pawtucket was represented by young Mr. Spencer; several came from Worcester; Miss Blackwell, of Elizabeth, N. J., was present; while Boston and its vicinity yielded a very large number.

The committee, Mrs. and Mr. Stall, Mrs. and Mr. Bassett, Mrs. and Mr. Hopkins, Mrs. and Dr. Southwell and Mrs. and Mr. Green, appeared in full dress and spared no efforts for the entertainment of the company.

I can't begin to tell who were there. In one corner we noticed Chief Consul Emery, who appeared very much interested in Miss Maggie Kirkwood, who rode a hundred miles within the day last year. Miss Mabel Beers, who has cycled I don't know how many hundred miles, was there with her brother, who wears a medal won by scoring the best riding record in America in 1889. Mr. Elliott, the man who writes the funny advertisements, was there with his charming wife. But space will not permit me to tell of all who were there.

The early evening was given to the reception of guests, a mutual interchange of ideas on the riding of cycles and the proper dress for the same, and the forming of plans for future runs and tours. The Fadette Ladies' Orchestra played several selections during this portion of the evening.

Later came the formal programme. Mr. Barker, who is a familiar figure among the tourists, for his 'cello and his sweet notes have been heard many times on their tours and at their gatherings, sang several selections; Miss Palmer of, Somerville, read with very good effect a story in verse; Mrs., Miss and Mr. Bailey, with Mr. Doyle, sang quartettes, and Miss Nellie Sturtevant gave two very fine impersonations. Mrs. Southwell, the little Doctor's wife, read a cycling paper filled with what goes to make up the ordinary journal—advertisements, editorials, jokes, stories and poetry. It was a bright and witty contribution, as was to be expected from one who is never dull. The reading was listened to with marked attention, though many of the shots fired at the Tourists, and allusions to the incidents and experiences of the tours were not always appreciated by the guests. One conundrum is worth preserving. Here it is: "What goes faster than a bicycle? A cyclometer." I wonder if this was born of her experience with the Doctor's stories?

Mrs. Hopkins, Duchess of Wellington, gave us an original tale of "How I Learned to Ride a Bicycle," written in Irish dialect and recited in appropriate costume. The Duchess does very well in these dialect pieces, and she kept her audience in a roar of laughter. The tourists came in for a lot of hits, which were appreciated. In concluding she gave the ladies a word of advice regarding riding costumes, and exhibited a costume which, to her way of thinking, was the correct thing. Of course it was very ridiculous, and excited no end of laughter.

After the formal programme came a collation, more music by the orchestra, dancing, and a few ladies rode upon bicycles around the hall.

At eleven o'clock the company dispersed. It was an affair long to be remembered. It was not only a reunion of old friends but new friendships were formed, and we may look for many meets and runs the coming year, as a consequence of this gathering at the Stalleries.

Helen Grey.

RESOLUTIONS OF RESPECT.

At a regular meeting of the West Jersey Cyclers, held on Monday evening, February 24, 1890, the following preamble and resolution were unanimously adopted:

Whereas, Almighty God, in the dispensation of His infinite wisdom, has seen fit to remove from our midst our fellow member Wm. P. Burnett, one whom all respected and many loved as a friend, therefore be it

Resolved, That in the death of Wm. P. Burnett, the cause of cycling loses an enthusiast, and our club a staunch supporter, and also be it

Resolved, That our heartfelt sympathies be extended to the family of the deceased, our colors be twined with mourning for a space of thirty days, and that a copy of these resolutions be sent to the Bicycling World and the *American Athlete*. By order of

D. Hitner Geise, President.

Attest, Frank W. Cramer, Secretary.

PROPOSED MASSACHUSETTS LEGISLATION.

Those interested in roads improvement legislation had a hearing, last Friday, before the Committee on Highways and Bridges. The hearing was on the order of proposed bill to provide for the appointment of a State Road Engineer, and the establishment of a State department or commission, at a total cost limited by the terms of the bill to the sum of $5000 annually.

The idea being to furnish to all local road commissions and surveyors, through the medium of the State official and office, such expert advice and practical information as would aid the local road builders in the proper and scientific method of building and maintaining roads.

Among the speakers were business men, engineers and experts. Especially was it urged by the road engineers present that the value of such expert advice would be incalculable, and in support of this claim they each one testified to the vast help such advice would have been to them in their initial efforts to build roads. That the average country (and city, for that matter) road authorities are deficient in the necessary knowledge all the speakers admitted, and that no amount of honest intention could take the place of skilled knowledge was conceded.

The establishment of such a State commission, with the privilege given the local authorities to consult the State experts free of cost, would be the means of a vast saving of money to the towns and counties which now throw thousands of dollars away annually, because of the lack of skilled knowledge as to the best methods to employ in construction and maintenance.

THE WHISKEY TAX AND GOOD ROADS.

The *American*, of this city, again returns to the suggestion that the United States should turn over the tax collected on distilled spirits to the States, and that the latter should spend the tax in making good roads. Why not?

This tax amounts to somewhere in the neighborhood of fifty million dollars yearly. If the distribution were made according to population Pennsylvania would get about four millions yearly. The distribution might be made on another basis, which would avoid the objection of collecting a tax from one State and paying it to another. Possibly if the government gives up the tax, which it does not need, it might be better for the States themselves to levy taxes on distilled spirits and act as their own assesors and collectors. But that the principle at the bottom of the *American's* plan is sound cannot reasonably be disputed.

The government has heretofore distributed among the States money which it had collected. In some States, as in Delaware, the

sums so distributed were the foundations of the present free school systems. The distribution never worked any harm, but on the contrary did positive good. In advocacy of the government continuing the collection of the tax to be distributed subsequently, it is urged that the machinery is already in complete working order. The suggestion, however, always meets with the opposition of those curious theorists, the direct successors of the hair-splitting theologians of several centuries ago, who insist that the government should not collect and distribute taxes on any such plan.

It is certain that the country needs good roads more than it needs a new navy or irrigation for the arid plains of Arizona. It is certain that distilled spirits are a proper subject for taxation and that, inasmuch as the United States does not need this tax, it would be a very sensible plan for the people who, through their agent, the general govenment, levy the tax to divert it to the improvement of the highways of the country.—*Philadelphia Inquirer.*

WILMINGTON WHEEL CLUB'S ENTERTAINMENT.

On last Tuesday evening the Wilmington Wheel Club, with their usual enterprise, gave a grand concert at the Opera House in that city, affording their guests not only a delightful treat, but netting themselves in the neighborhood of two hundred dollars, which they will devote toward furnishing the new club house which they will occupy next month. Upwards of 1200 people composed the audience, among whom were not only representatives from the best families of the city, but also several delegations of visiting wheelmen including riders from Philadelphia, Chester, West Chester and surrounding towns.

The club colors of blue, yellow and red were festooned through the auditorium, while rows of palms and ferns filled up both sides of the stage from the midst of which shone colored electric lights. As a background to the floral display handsome groupings of various bicycles had been arranged.

The celebrated Ringgold Band of Reading gave the principal part of the concert, while the Delaware Saengerbund under directions of C. B. Rhoades, gave the vocal numbers which were rendered in effective style. They were assisted by Miss Lillian Jackson, soprano, and Miss Mary Thielman, contralto, who rendered finely, each a delightful solo for which they received enthusiastic applause, while their concluding duet was a charming number.

That wheelmen can play as well as ride was attested by the flute obligato of Victor R. Pyle and the piano accompaniment of J. D. Kurtz, Jr.

The Philadelphia Wheelmen went down in a special car which was placed at their disposal by the Wilmington Club.

The Chicago Race.—Naturally the race of the Wilmington Men vs. Chicago was one of the subjects up for discussion, and I would remark that the Wilmingonians are eager for the fray, all the little slurs which have appeared lately to the contrary notwithstanding. Further, "all this blowing" is becoming very tiresome as "Alert" took occasion to say last week. In the first place Wilmington never claimed anything, neither as world-beaters nor as record-breakers. They are simply an unassuming set of hard road riders who thought it a pity to see such a sweeping challenge go unanswered. It was most amusing to see "Alert," immediately slop over in the article referred to, and begin to get off some more "Windy City blow." No one denies the victories won by the Chicago men last year, but against whom were they pitted? not against the Eastern *cracks* by any means. Except among their own immediate following, Messrs. Banker, Campbell and Van Wagoner were never rated as first class men, the latter frankly admitting that his forte is road riding, but when we come to talk of first class Eastern men, how do the names of Windle, Hendee and Ives strike our Western friends? When the Chicago riders—who are undoubtedly good men—meet these three on the track this year, I have a sort of a curious notion that it won't be long before they find out they are not riding against Banker and Campbell, and may the best man win! "Ariel"

THE EUROPEAN TOUR.

Messrs. Elwell and Higgins have now completed all arrangements for their grand tour, and have just issued a circular containing a comprehensive statement in regard to the same. They have made every effort to have the tour first class in every respect, and the list of hotels contained in the circular shows that they will lodge the party at many of the finest houses in Europe. The party crosses the Atlantic by the splendid steamer La Bretagne, of the French line, leaving New York, June 7th. The party is filling up rapidly, and all who contemplate taking this delightful tour should send in their names as soon as possible. All information can be obtained of Mr. F. A. Elwell at 152 Pearl street, Portland, Maine.

HANDICAP FEE TOO HIGH.

Editor Bicycling World: I would like to enter a protest against the action of the Racing Board, in compelling clubs giving handicap or class races to pay twenty-five cents per entry to the official handicapper. The system of handicapping is perhaps all right, but it is certainly very unjust in some cases. Take, for example, the East Hartford Wheel Club. They built a track six years ago, and have given one or two meets a year since. As the grounds are not enclosed it is very hard to raise the sum expended for prizes and track. Thus far they have been fortunate enough not to lose any money, and of course never expect to make any. They have, however, given many hundreds of dollars in prizes, and most of the fast riders in this vicinity won their first prizes there. The races have become quite popular among local riders, and, as they are mostly handicap and class races, there are generally upwards of eighty entries, on which the fee would have to be paid of twenty dollars, which in this case would certainly be a "prohibitory tariff." They have either got to get out of the business or give nothing but open races, for paying such a fee would certainly put them in the "hole."

There has got to be some exception to the rule or the smaller meets will be knocked higher than a kite.

Also at these smaller meetings most of the riders are local men, who have never raced anywhere else, have no public records, and are utterly unknown to the official handicapper, but whose abilities are well known to the local handicappers, who are much better qualified to handicap such cases. Also, the rules deprive the club of the pleasure of meeting at the track and getting up scrub handicaps, which should be one of the great advantages of owning a track. Very truly yours, H. E. Bidwell.

East Hartford, Ct.

CORRECTION DESIRED.

Editor Bicycling World: I write that you may correct statement made by Mr. Deitz, of Baltimore, in 7th October copy, laying claim to a record at Windigate Hill, by making four successive trips. The 10th April, 1889, in company with a number of associates from the Baltimore Cycle Club, who acted as timers, judges, etc., I mounted the hill six times in succession. * * * Last season I also made one trip from Lake Roland to top of Windigate Hill on same machine, the only rider who ever reached the top, though many hundreds have tried. Very truly,

Emerson, Fla. Victor L. Emerson.

NEW HAVEN TOURNAMENT.

Editor Bicycling World: Please insert the following card, and oblige the members of the New Haven Bi. Club and others:

Certain articles have been published in the *Wheel* and some papers of this State, by a certain person, about the tournament of the New Haven Bi. Club, which there is no truth in, and which place the club in a ridiculous position. Wheelmen will please not accept all the statements they read as true. Articles appearing after this in the World and *Cyclist* may be regarded as authentic, others must be made allowances for, as we have a man in our club who slings ink promiscuously and who likes to see himself in print.

An article appeared in one of our daily papers recently, which was copied by the *Cyclist*, which stated we should have "twelve races and five prizes," and other ridiculous statements which originated from a diseased imagination. The only thing correct about the article was the date. In the last issue of the *Cyclist*, Stamford, Ct., is an article signed by one "Deacon," who starts in about the meet being Tuesday, June 10th, when the date should be Monday, June 9th. He also speaks of the club as being dead till lately. I have been in the club four years; it has always been alive since I have been in it.

'Tis very strange that parties, when writing articles for publication, cannot confine themselves to facts, and not draw on their imagination and subject both themselves and what is written about to ridicule. It injures the subject of such an article, as well as the writer.

We expect to have a big meet here Monday, June 9th, but we shall not have *all* the fastest men in the country here, from California to Florida, nor the largest meet *ever* held in New England, nor *all* the brass bands in the State, nor *all* the fancy riders in the country. Polo games, dances, parades, exhibition drills, fancy riding, crack racers, etc., etc., mentioned on "Deacon's" bill of fare for the tournament, is all wind, as the committee have not progressed much further than the date at present, but they guarantee good amateur racing with a good field of fast men, and social entertainment which all wheelmen will enjoy.

We hope all such exaggerated, fabricated and imaginative accounts will cease from this time on. "Elm City."

THIN MACADAM ROADS.

Editor Bicycling World: Open confession is good for the soul, even for the unregenerate engineer, and in such worldly matters as concerns the making of roads. I am one of the Central Park school, revised, corrected and improved by experience—that schoolmaster whose term and terms are inexorable. Speaking of the Central Park roads, I doubt if there are any such elsewhere in the country, in perfection of detail, sub-grading, drainage and in the refinement of the structural work; the "Telford," carefully wrought out to such uniform size that to-day, were it taken up, it would pass an ordinary inspection for surface paving blocks; and then the "Mc. Adam," the 2 1-2-inch ring the rule—not "ring rule," as now commonly understood, for those roads, albeit expensive, were honestly made.

I was a youngster in those days, quite fresh, but observant, and close to the Chief Engineer, William H. Grant, a competent and conscientious man. Well, I know more now, or at least I think I do, about roads, and I find a good deal to approve in Brother North's contentions, particularly as we have been about together and seen these things with our own eyes.

To begin with, between Martin, Davis, Bogart and myself, we, subsequently to the Central Park era, made some pretty good roads on Prospect Park, Brooklyn; as good for all practical purposes as those on Central Park, intelligent and unremitting maintenance being assumed. We took advantage of local conditions, which favorably differed from those in the New York Parks; we ventured to modify other details, and produced with stone and gravel, handled a little differently, the same class of roads at a good deal less cost.

As I understand Brother North, and as I, myself, contend, it is practicable to make good fair roads, under ordinary conditions as we find them generally, in the rural districts, cheaper and with less trouble than the theoretical office engineer will allow. Good substantial roads have been and are being so built, under the direction of engineers, in New York, Pennsylvania and the Eastern States particularly, and the more there is of such work the better.

In the country districts, the old hide-bound system has too long prevailed, especially where the road tax has been permitted to be commuted in labor; a relic of barbarism and, quite naturally as well, of feudal times. This should be changed.

The next step is to secure reasonable appropriations, to intelligently expend them under the guidance of an engineer who, being able to demonstrate that under favorable conditions good roads can be made for from 50 cents to $1 per square yard superficial, will awaken sympathetic support and action with little difficulty.

I do not intend to be understood as saying that for thoroughfares to be used for heavy traffic, these light superstructures will take the place of a pavement such as is required in our city streets, or of a combination of "Telford" and broken stone and gravel four times the depth, for that is fallacy, but that in very many cases in a large proportion of mileage the cheaper form can be safely adopted.

As to Brother Owens' position regarding road rolling, as I understand it, I would venture to suggest that he is wrong, and if he hasn't found it it out, some one will find it out for him before long. The steam road roller is the master key of the position.

With the natural road bed of fairly good material, such as is very generally found, gravel and loam, or light clayey material, and the means of disposing of water, that arch enemy of roads, I have verified in a dozen instances the cost of making good roads with selected gravel or broken stone, four to six inches in depth, to be from 50 cents to $1.50 per square yard, and within these figures it will be possible for many communities to undertake, safely, the work of road improvement—roads, too, that will meet all the ordinary requirements.

I could not be induced to say that a brick pier or arch of twelve inches might be safely substituted for one of two feet, when the latter was found by calculation to be required, nor that a twelve-inch pipe is just as serviceable as a two-foot pipe where the latter is needed, but I know that it is being constantly demonstrated that good roads are being made on specifications other than the old English formula, and I want engineers to get more credit for practical and practicable work than they do in this matter of road building. The Chinese doctor says to his patient, "no chargee for the medicine, chargee for the know how."

If it is considered of enough importance, I would be glad to give figures and data and refer specifically to roads that have been cheaply and substantially made, such as Mr. North and I contend for, and the more enlightenment that can be shed upon the subject the more good roads will be built and the services of engineers be brought into requisition. Yours very truly,

New York. JOHN Y. CULYER.

[We would like to have the information and enlightenment suggested by Mr. Cuyler.—ED.]

BRICK PAVEMENTS.

SOME two months ago, in one of my weekly epistles, I promised the readers of the WORLD some facts and figures on the paving question that might possibly prove of value to such wheelmen as were by their own personal efforts trying to interest the people of the various localities in which they happen to live, on this most important question, but I have been so very busy this winter that it has been impossible to collect the data necessary to write intelligently upon the subject. There is no doubt in my mind that a deep interest is being taken by wheelmen all over the country on the paving question, from the inquiries that have reached me from different places by cyclists in quest of information on the subject. Our experience here has been that there is only one material fit for paving, and that is brick, but the following extract from a paper on "Brick Pavements," by Major George A. Wightman, a man whose opinion on all sorts of difficult feats of civil engineering is frequently sought from all parts of this western country, will undoubtedly carry more weight than anything I could say, though every wheelman in Peoria will agree with me when I say that Franklin street is the only street in the city that can boast of a perfectly hard, smooth surface after four years of constant use. Of all the paved streets of which we can boast, it is the one of which we are particularly proud. I give below some extracts from a paper read at the fourth annual meeting of the Illinois State Society of Surveyors and Civil Engineers, at Bloomington, Ill., January, 1889, by George F. Wightman, City Engineer of Peoria:

"The first and most important requisite for a good pavement is a solid foundation. Without this it is impossible to maintain a smooth surface, whether paved with 'Granite Blocks,' 'Macadam,' 'Ashler,' 'Cedar Blocks,' 'Cobble Stones,' 'Gravel,' 'Asphalt' or 'Bricks.' Next to importance to a firm and unyielding foundation is durability, smoothness of surface and sure footing for horses. In addition to these requirements a roadway should be constructed of such material, and in such a manner as to overcome any tendency to slipperiness; without joints large enough to encourage the growth of weeds, or the accumulation of filth, that will be least affected by heat and cold, that will be easily kept free from dust, and consequently free from mud, during the season when street sprinkling becomes a necessity, and withal, costing so little as to come within the possibility of the smaller cities and larger suburban towns. In my judgment, these requirements are more nearly met where brick of suitable size and hardness are used in paving a street. Brick pavements have attained such a degree of perfection that I feel warranted in pronouncing them the best pavements now in use; and my experience leads me to add that the enduring qualities of a brick pavement are only excelled by granite, and are fully equal to that of Medina stone. A brick pavement properly made with pressed paving brick such as are now used in the city of Peoria, with the joints filled with distilled tar, will be as smooth as asphalt, as noiseless as a new wooden pavement, and will never become muddy. The brick paving blocks used in the Peoria pavements are of the following dimensions: Four inches thick, twelve inches long and five inches deep; these are laid in a bed of gravel five inches in thickness, thoroughly consolidated; the joints are filled in with coarse, sharp sand; the blocks being hand pressed are uniform in size; the upper edges are slightly champered, thereby furnishing the most perfect footing for horses. Franklin street in the City of Peoria, to which I refer, has been paved about four years, and is one of the public thoroughfares, and is subjected to very heavy traffic. As yet it shows no sign of wear, and is as smooth as any asphalt pavement. After many years of experience in municipal work I am willing to put myself on record, by saying, there is no better pavement known to the engineering fraternity than a properly constructed brick pavement that can be made for the same amount of money. It is simple in its construction; it is easily, quickly and cheaply repaired. It is the smoothest, most durable and economical pavement that can be laid, and from a sanitary standpoint is without an objection. In the selection of material for the manufacture of brick for paving purposes the properties of hardness and toughness are indispensable; only such material should be used as will burn to the consistency of flint, and yet retain all its powers of toughness. With such brick as I have described a pavement can be made, having no inequalities of surface, and will present no resistance to heavy loads, and will reduce the concussion of all traffic to the minimum. We have in the brick pavement the combined good qualities of the 'Granite Block,' the 'Macadam,' the 'Ashler,' the 'Cedar Block,' the 'Cobble Stone,' the 'Gravel' and the 'Asphalt,' without a single one of their objectionable features, and this too at a cost only a trifle in advance of the cheapest pavement named. In the City of The Hague, Rotterdam, and other large cities of Holland, brick for more than a century has been the only finished material used for paving. The streets of their principal cities are subjected to as heavy traffic as the streets of the largest cities of Europe. During the last summer a

friend of mine visited the 'City of the Hague,' a city of 150,000 inhabitants, and made a careful examination of the brick pavement on one of the principal streets. It was laid more than twenty-five years ago, and was in perfect condition, giving but little evidence of wear during all these years. It only remains for the brick manufactories to produce the proper material, in order to create a universal demand for their wares. Some have accomplished this result, and their success is stimulating others in their efforts to secure the same end. Wonderful progress has been accomplished in the manufacture of clay during the decade just past.

Peoria, Ill., Feb. 8, 1890. "CYCLOPS."

WHY OMITTED?

Editor Bicycling World: In view of the fact that John A. Wells has made no use of very careful, complete and accurate road reports of this section, which I sent him about two years ago, but has inserted in the new road book, page 72, the old and very incorrect report of route through this valley, will you please insert this in your next issue? I also turned in some reports of important routes from here to Elmira, N. Y., and other points, which do not appear in the new book. Yours very truly,

Blossburg, Pa. E. L. RUSSELL.

ENGLAND AND THE CONTINENT AWHEEL.

(BY GEO. D. MITCHELL.)

(*Continued.*)

We left Brussels by train, after a stay of several days, stopping off for a day at antwert, and after several delays and changes, which would not be tolerated long in America and one more perfunctory examination of our baggage, we discovered Holland, the little county which Napoleon took on the ingenious pretext that it was but the allevial deposit of French rivers. We went by rail at once to the Hague, and the next morning at breakfast our coffee cups were so small that they reminded me of a child's set of toy dishes, and the spoons were actually but three inches long, so that I was in momentary fear of swallowing one by mistake. We had seven kinds of bread on the table and two kinds of cheese, vying with each other for supremacy and appealing to our olfactories in a way that was truly eloquent. The proprietor stood by and we were comparing the prices of provisions in Holland and America; he said that the fine Holland butter, which finds its way over the whole of Europe cost about thirty cents a pound, and as he watched with saddening countenance what was on the table disappear before our devastating hand, I knew he was mentally saying, "Lord, save us from these American appetites."

I can say without reserve that the Hague is in many respects the most interesting city I was ever in; it is the acknowledged social and intellectual centre of the Kingdom—an ideal capital city. Holland is a little way off the tourists' travelled route and comparatively very few ever visit the country, though, as Mr. Samuel R. Thayer, the lately appointed American Minister, told me, many more are doing so now than formerly. It is on many accounts the most interesting country in Europe, eminently so because it is entirely different from our own country, and in fact all the rest of the world. The people are a staid race, healthy in body and mind, and America owes them much, as one who has travelled among them can readily see, from the fact that many of our institutions are more akin to theirs than to those of any other nation of Europe. We found many more people there who could speak English a little than in France, the English language being specially in vogue—the medium of commerce, trade and polite society; and in fact there are present numerous evidences of a higher development in many respects than among the French or even the English. If a bicyclist could tour but one Continental country, I should advise him to select Holland.

Bicycles are in more common use in Holland than any other Continental country; the roads are very fine on the whole, and everything is done to encourage cycling There is practically no Belgian block, the common pavement being brick, which is much smoother, and quite tolerable for riding, while the macadam roads on the dykes are simply perfect. In The Hague we had a fine ride through the "Woods," the most beautiful natural park I ever saw, the remnant of the royal chase, from which the city takes its name. We then made a trip to Scheveningen, a fashionable beach on the North Sea, four miles or so from town, and returned by a drive leading for most of the distance through a beautiful park. Few cities can offer such advantages for cycling as The Hague, and we fonnd wheelmen there in considerable numbers. After spending a very pleasant day, we started out at 6 o'clock In the evening toward Rotterdam, with the intention of stopping for the night wherever fancy should dictate. The road for the five miles from The Hague to Delft, that quaint old town, whose famous ware made it better known several generations ago than it is now, has on one side a steam tram line, on the other a smooth walk lined with trees, freely used by the cyclists, and the canal beyond, busy with all kinds of craft. A train first came along on the tram line, and the engineer amused his passengers by a race with us, but his cars were heavily loaded, and we had a good road, so we managed to keep up with him to the next station, though with difficulty; next we had a lively race with a steam launch on the canal; we then passed a four-oared gig, the crew of which made a desperate spurt to keep even, and finally, just before entering Delft, we came up with a three-dog team, the driver of which was very loth to have us pass him, and at whose expense we furnished the passers-by considerable merriment, by encouraging him to urge his dogs on at the top of their speed.

The country is perfectly flat, and hundreds of windmills characterized the scene at every turn, some with sails set and revolving languidly in the dying breeze. They are mostly used to pump the water into the canals from the surrounding country, which in many places we noticed was eight or ten feet below the surface of the water, so that the strange sight was presented to us of steam tugs passing with long tows of boats, the keels of which must have been above the level of the surrounding fields, and we often saw a boat under full sail on some far-off canal, looking as if she were sailing on dry land. Most of the land is used for dairy purposes, and we noticed thousands upon thousands of cows grazing in the wayside pastures, which the near presence of the water keeps ever fresh and tender. Ditches are found every hundred feet or so, and it is only necessary to dig down a foot anywhere to strike water, so that narrow canals take the place of fences altogether. Accordingly every country place of much pretension is surrounded by a moat filled with water, the only communication being by a drawbridge or a bridge closed by a gate. In the yard there is a flower garden generally, and walks of clean white gravel, and oftentimes a little artificial lake, easily made, presenting the prettiest picture imaginable.

(*To be Continued.*)

RUDGE vs. STODDARD, LOVERING & CO.

THE cable brings us intelligence this week that a decision has been reached in the English Courts, in the case of Rudge Cycle Co. vs. Stoddard, Lovering & Co., giving £5000 damages to the plaintiff.

The case is one brought by the Rudge Cycle Co., which claimed breach of conditions on the part of Messrs. Stoddard, Lovering & Co. A representative of the WORLD called at the office of Messrs. Stoddard, Lovering & Co. for information on the point, and he was told that no other information had been received from England other than that which had appeared in the cablegram. The report was true that the case had gone against them, and that damages to the amount of £5000 had been awarded the Rudge Cycle Co. As to particulars, Messrs. Stoddard, Lovering & Co. had nothing to impart at this time. So soon as the facts in the case in all particulars were received Messrs. Stoddard & Lovering agreed to furnish us with all the points. They expressed astonishment at the verdict, as they believed they had a winning case. They could not say anything further until facts were forthcoming from England, as they had not as yet received one word of explanation.

THE Joliet Wheel Company believe in the theory and practice of "getting good and ready" to put their wheels on the market before they "announce" very much. In reply to our request for information they write us that their cycle the "Joliet Light Roadster Safety" will be ready for the market by the latter end of this month. They say in writing us: "We claim for this wheel lightness, strength and beauty, and we have also given particular attention to perfect ball bearings, and the proper amount of rake in the front forks to ensure easy steering. The machine will be constructed throughout of a high grade of imported weldless steel tubing, and drop forgings.

Specifications, etc.: Thirty inch front and rear wheels; full tangent spokes of thirteen gauge, liquor drawn wire, secured at rim with nipple; endless moulded rubber tires, three-fourths of an inch; improved pattern crescent rims; adjustable ball-bearings all around; positive steering, tubular steel front forks; improved Joliet Diamond frame of imported seamless steel tube; adjustable crank and chain rotary driving gear; improved noiseless hardened steel chain; machine cut steel sprocket; detachable steel cranks 5x6 1-2 throw; surbridge rubber, ball pedal, six inch socket ball bearing steering head; twenty-eight inch, one piece tubular steel, dropped handle bar, adjustable for height, vulcanite handles; adjustable vertical "L" seat rod; surbridge saddle; detachable lamp bracket, Joliet adjustable front wheel plunger brake; foot rests; guards to both wheels and chains; tool bag with monkey wrench and oil can; gear 57 inch; weight, 42 pounds; finish enamel with nickel trimmings; warranted perfect and guaranteed for one year. Price, $125.00."

BRETZ, CURTIS & CO. are importing the Victory safeties to sell at $100, with a ball-socket head, braced diamond frame, ball bearing to all parts, all steel tubing. They will be ready for delivery April 1st.

THE Pope Mfg. Co. have sent, this week, to every member of the L. A. W., a copy of their catalogue, the most comprehensive and the handsomest by far ever issued by any bicycle manufacturer. They have also sent with it one of their beautiful Columbia Cycle calendars, circular in shape, representing a bicycle wheel in full motion, and printed in fifteen colors in the highest style of the lithographic art. Any member who fails to receive one can get it by sending a postal card to them.

GEO. E. CURTIS, of Bretz, Curtis & Co., has returned from his Western trip, having established agencies for the Referee and Invincible cycles in most of the large cities in the West.



SPRINGFIELD STREET FRONT—1889 ADDITION.

THE OVERMAN WHEEL CO.

Some two years ago the writer visited Chicopee Falls to see the newly purchased factory of the Overman Wheel Co. at that place. Even at that time the capacity of the factory was scarcely equal to the demand for its products, but at that time Mr. A. H. Overman, the President, said to the writer: "In less than two years we shall have to build over every foot of ground we own, in order to meet the demand on our producing resources." We thought then the prophecy was rather optimistic, but we hoped that something near fulfilment might be the result, and on reaching the factory on the occasion of a recent visit, we found that, although the prophecy had not been literally fulfilled, in that the buildings did not actually cover the ground, they would even have done more had the splendid new addition been but four stories instead of five.

An idea of the proportionate increase of the plant may be formed when it is understood that the buildings of to-day afford about four times the floor space occupied two years ago, and that the number of employees has increased in about the same ratio.

There is a sermon in the above figures that may well prove extremely gratifying to the Overman Wheel Co., and the sermon can be boiled down to a very few words. It is a forcible comment on the appreciation of the wheeling public in substantially recognizing a good thing. The excellence of the Overman wheels has created a demand, and the demand has created the necessity of quadrupled producing capacity.

The Overman Wheel Co. has gone on the progressive principle that it is best to invest all its earnings in increasing the manufacturing facilities of its building and plant. The accompanying engraving will give the reader an idea of the extent and appearance of the 1889 addition to the plant. This presents a view of the buildings only from the Springfield street front, and the portion of the plant shown therein composes the latest addition, which has now been finished and occupied. The front is an imposing one, and would be an ornament to the business portion of any city. The material is a fine red brick with granite trimmings. Visitors are of course received by way of the offices, which are on the second floor of the main building. We first enter a neatly fitted reception room, from which access is had, by keys only, to the counting room, an exceptionally large and well lighted room, beautifully finished in polished woods. Opening out of the counting room are three smaller rooms, one of which is fitted up and ornamented in most rich and excellent taste, as the private office of the President. Another is the private office of Mr. W. C. Overman, and the third, lying between the two, so as to be easy of access to both, is the library, where is kept a complete file of all bicycle papers of the United States, the principal bicycle papers of all other countries, together with all books published on bicycle subjects, forming a complete cycle library. Mechanical and general scientific books are also kept here.

From the offices we proceed to a tour of the factory itself, which proved intensely interesting to the writer. There is one word which sticks out constantly before the visitor to the Overman factory at Chicopee Falls, from the time he enters the building until he leaves, and the word is *system*. From the basement of the main building to the dovecote on the roof, everything breathes of business-like system.

Speaking of the basement of the main building, this is one of the places which shows system perhaps as noticeably as any. This is fitted up as an immense lavatory and dressing room, where the workmen wash and leave their street and work clothes. Four hundred men can wash at one time in this department. On the walls and racks are sets of hooks for some four hundred to five hundred men each set of hooks being numbered and assigned to a particular workman, who is numbered to correspond. To prevent confusion, certain doorways are assigned for the workmen to enter by, and certain others for them to leave by. No workman is allowed to leave the department in which he is working to go into any other department of the factory. It is a perfect pleasure for a man possessed of a large bump of order to go through the different portions of the factory, each one a separate study by itself, and each one a necessity to the grand whole, which moves along in its entirety like a beautifully constructed and well oiled piece of machinery.

Another thing which was of great interest to the writer, was the system of inspection and gauging. Each piece of the machine is inspected and re-inspected, gauged and re-gauged, until the machine in its entirety is an assembly of perfect parts. The system of gauging is very complete and exact. The gauges are in three complete sets, being the triplicate system; first, the standard gauges, which are constantly kept locked up in the superintendent's office, and used only for reference; second, the working gauges, which are given to the men doing the work; third, the inspection gauges, which are kept in the inspector's room for testing the parts. In case of a difference between the working gauge and the inspection gauge, a comparison with the standard gauges is had. By the means of careful gauging the parts of the company's wheels are rendered absolutely interchangeable.

By a method of checking, every workman has to account for each and every piece which goes into his hands for manipulation. The parts, after final inspection, are put away in a large room fitted with racks and pigeon holes for their reception, and from thence they are taken, as needed, to the assembling room.

The building is lighted throughout by electricity, the Westinghouse system being used. The company owns its own complete electric lighting plant. The heating is done by forcing hot air to all parts of the building by the use of a powerful Sturtevant blower, fresh air being procured from outdoors, and heated by passing over a steam heating surface of large area, and then used as above. The fuel plant of the company is in duplicate. Everything is arranged for burning either hard coal or crude oil. The change can be made within fifteen minutes all over the mill. Crude oil is received in five car lots, pumped through the company's private pipe line into the tank yard, from whence it is served to all the fires, under boilers, forges, hardening ovens, enamelling ovens, brazing, etc. The forging department is most perfectly equipped with trip hammers and drops of all sizes and powers. The writer always enjoys watching these hammers smashing out forms; there is an excitement in the din, flash and fire of the forging room that savors of what he would imagine a battle field would incite without gore.

The writer has purposely avoided any technical description of the detail of manufacture employed by the Overman Wheel Co., but out of the brief and rough sketch, hopes that the reader will be impressed with the following facts: First, that the flattering demand for the Overman wheels has compelled the company to increase its capacity to the present large proportions; second, that the methods employed by this company insure to the purchaser as perfect a machine as human care can produce; third, that the company's aim is to keep right up with the procession, and to leave no stone unturned to repeat the successes that have crowned its past efforts.

It seems absurd for the writer to add that the material used by the company is the best that skill can produce or money can procure, but he adds it, and thus clears his conscience of any shadow of omission.

THE RECORD.

(St. Nicholas Mfg. Co.)



THE St. Nicholas Mfg. Co. present this season a new wheel which we take pleasure in describing to our readers this week. From the catalogue of the St. Nicholas Co. we take the following specifications: Frame is the diamond pattern, made sufficiently rigid that, by removing the brace between head and seat post, it is suitable for a lady's machine. The head, seat rod bracket, and crank bearings are forged steel, the tubing of the best seamless steel. Rear wheel is 30 inches, geared to 54 inches, 30 inch steering wheel. Both wheels have 7-8 inch crescent steel rims and 7-8 inch best quality rubber tires. Spokes are direct and doubly butt ended, of No. 11 special drawn steel wire. Cranks are forged steel, detachable, and adjustable from six to seven inch throw. The rear wheel drives with chain gear and has slotted fork end adjustment. The chain is of their own design and make. The wearing face of the link is flat and bears upon a corresponding flat surface on the face of the tooth; the back of link is a full half round, fitting closely to the back of tooth of corresponding shape, thereby avoiding all backlash and rattle. The teeth on both sprocket wheels are cut, thereby insuring accuracy. Steering is direct with sloping steering post. The front fork is curved and has detachable rubber coasters; the front forks are of the best quality of seamless steel tube. Socket, ball bearing steering head, adjustable for wear. Handle bar is a one-piece steel tube, 28 inches long, bent back, and is detachable and adjustable. Vulcanite handle grips of a large size. The brake is on the front wheel and is a pull up plunger spoon brake.

The wheels, crank bearing, pedals and head, are all fitted with adjustable ball bearings; the ball races and adjusting cones in every bearing are steel, accurately fitted and case hardened.

The pedal rubbers are of a new design and present a flat bearing surface for the foot, making an excellent pedal. The saddle rests upon an L seat rod, and is adjustable to height, also forward and back. Adjustable suspension saddle with coil spring front and rear. Saw step. Neat lamp bracket, mud guards over both wheels and chain. Finely enameled, with usual bright parts nickeled on copper. Each machine is supplied with tool bag, wrench and oiler.

The material used in the Record is the best that can be obtained. Price $110.

THE Coventry Machinists' Co. are showing some splendid $100 machines. We saw several crates of these machines the other day. They are nicely made and finished, ball bearings all around, and in every respect are full value for the money.

OVER 2500 of the Premier safeties were sold during the six months of 1889. This large number is excellent testimony as to the popularity of this machine. We call our reader's attention to the illustration of this wheel which appears in our advertising columns.

FROM present outlooks, the ladies' safety will have a big boom the coming year. The first Columbia Ladies' Safety, in the perfection of which the Pope Manufacturing Company have spent years of careful study and experiment may be seen at their salesrooms, 77 Franklin street, Boston, and at their Branch Houses in New York and Chicago, besides at all agencies. It is indeed an examples of mechanical skill and beauty.

THE Gormully & Jeffrey Mfg. Co. of Chicago, advise us that they will open their new retail store at 85 Madison street, on or about May 1st. They have had special designs made for the office fixtures, counters, shelving, etc., which will be manufactured in cabinet form from cherry. The contract for this work has been let to the Brunswick, Balke Collender Co. of Chicago. They purpose fitting up their store in an elegant and artistic manner.

BRETZ, CURTIS & Co. write us: "The demand for light machines has had a wonderful growth this season. We judge of this from the large quantity of Referee orders now on our books."

GORMULLY & JEFFERY MFG. Co. report large order for Ramblers and all other classes of machines. They predict a good trade for the coming season. Mr. M. L. Bridgman, traveling for the Gormully & Jeffery Mfg. Co., lately visited Pittsburgh, Washington and other cities on his way East, and reports a good trade all along the line.

MR. J. ELMER PRATT, traveling for the Gormully & Jeffery Mfg. Co., in the State of Michigan, reports that it is rather early for trade yet, but the prospects for trade were never better.

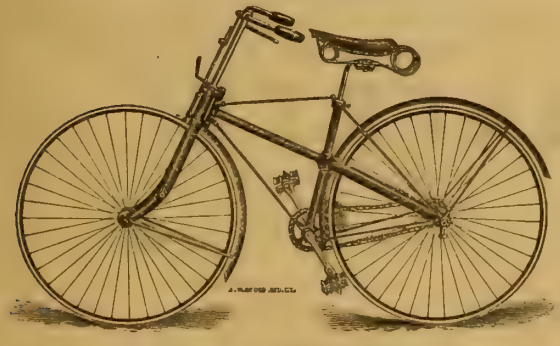
THE Gormully & Jeffery Mfg. Co. report that they are very full of orders, using their present quarters to their full capacity, and have lately bought the property opposite to their present works, Nos. 225, 227, 229 N. Franklin street, so as to extend and enlarge their present capacity. They are now remodeling the building and will shortly be using it for the needs of their business.

BANKER & CAMPBELL,

SOLE AMERICAN AGENTS

ORMONDE * SAFETIES.

1788 BROADWAY, NEW YORK.



THE HARTFORD.

Ball Bearing All Around. Perfectly Interchangeable and Warranted.

PRICE $100.

It is one thing to make statements, another to prove them.

We claim the *HARTFORD* to be the best machine in the World listed at or about $100, and superior to many wheels listed at or about $135.

The Hartford will be on the market in a few days. Examine it, compare it, part for part with other wheels, if necessary, and if you find that we have stated falsely, don't buy it.

THE HARTFORD CYCLE CO.,

Hartford, Conn.

Don't · Throw · $50 · Away!

"COVENTRY RIVALS" ARE BEST VALUE EVER KNOWN.



No. 1 "COVENTRY RIVAL," List Price, - - $135
We sell it until further notice at $85

No 2 "COVENTRY RIVAL," List Price, - - $120
We sell it until further notice at $75

No. 3 "SPRING-FRAME COVENTRY RIVAL," List Price, $140
We sell it until further notice at $100

LADY'S "COVENTRY RIVAL," List Price, - - $135
We sell it until further notice at $100

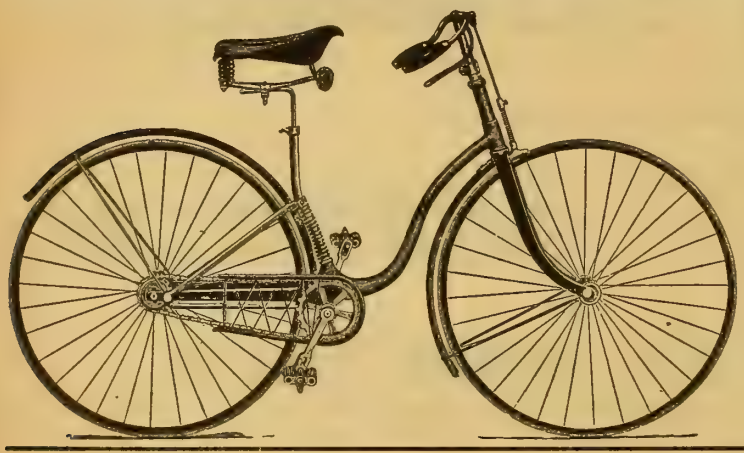
TANDEM "COVENTRY RIVAL," List Price, - $200
We sell it until further notice at $160

Every machine is guaranteed against imperfections in material and workmanship for *two years.* We know that nothing in the way of Bicycles can use better material than ours, so we give this unprecedented guarantee. Every machine is Ball Bearing throughout. Agents wanted. Exclusive Territory given. We want you to buy through your local dealers, but if they can't supply you, we will ship direct, express paid, to any part of the United States.

SEND FOR OUR 64-PAGE CATALOGUE, THE MOST COMPLETE EVER ISSUED.

SWEETING CYCLE CO., 639 Arch St., Philadelphia.

Sole U. S Agents for "Coventry Rival" Bicycles, Patent Silico Enamel Co., London, and the celebrated "Silk Cleaning Cloths," 15 cents by mail, the greatest boon ever offered for cleaning machines.



Grace, Beauty, Strength, Lightness, Interchangeability

are a very few of the adjectives that apply with justice to the *STOVER CYCLES.* Send for Catalog, descriptive of *THE PARAGON SPRING FRAME* and *Iroquois Dropped Frame Safeties,* to the

Stover Bicycle Mfg. Co.,
FREEPORT, ILL.

WHY IS IT that the entire Cycle Trade have copied the

"REFEREE" SAFETY.

The original Diamond Frame, DESIGNED IN 1886 (Patent Nos. 14,205 and 17,215; Registered Nos. 83,504, 115,900, and 116,849).

BECAUSE it is the best mechanically-constructed Safety in the World. We challenge our imitators to excel

The "Referees"

For Lightness, Strength, Comfort, Speed, Design, Workmanship, Style, Finish and Improvements.

Holds 12 World's Records, and Won over 130 Prizes in five months.

BRETZ, CURTIS & COMPANY, Philadelphia, Pa.

AGENTS WANTED. *SOLE U. S. IMPORTERS.*

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON,
WE DO THE REST."
(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM,

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - . - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

FIRST VICE PRESIDENT,
DR. W. H. EMERY,
109 Warwick street, Roxbury, Mass.

SECOND VICE PRESIDENT,
GEO. R. BIDWELL,
313 W. 58th street, New York City.

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Connecticut.

A meeting of the Board of Officers of this Division was held in the parlors of the Hartford Wheel Club, Hartford, February 27th, 1890.

Meeting was called to order at 7-45 P. M. by Chief Consul Post.

Minutes of last meeting were read and accepted.

The following gentlemen were present:

Chief Consul, David J. Post; Secretary-Treasurer, E. A. DeBlois. Representatives, J. M. Knous, A. G. Fisher, Joseph Goodman, E. C. Rowe, Fred Atwater, Henry Goodman, also present by courtesy, Mr. F. N. Kinney of New Haven.

It was moved and seconded that the sum of $150 be appropriated to entertain Division members at the next annual meeting, and that a committee of five be appointed by the Chief Consul with power to expend this amount in a manner that will result in the greatest benefit to the Division. Carried.

Various plans to increase the Division membership were discussed at some length, resulting in each member present pledging himself to secure from eight to ten new members prior to May 1st, and to exert himself in every possible manner to induce unattached wheelmen to become members of our organization. Upon motion of Mr. Fisher, the Secretary was instructed to apprise the absent members of the Board, of the action thus taken, and earnestly request them to pledge an equal number of applications.

It was then moved and seconded that the Division pay the actual railroad fares of the members of the Board, to all Board of Officers meetings held in the futnre, including the meeting just held. Carried.

Adjourned. E. A. DEBLOIS, Sec.-Treas.

Michigan.

The following appointments of League Hotels and Repair Shops take effect from this date:

HOTEL LIST NO. 7.

Milan, Palace Hotel, L. A. W. rate $1.00.

Muskegan, Occidental Hotel, regular rate $2.00; L. A. W. rate $1.50.

Opercher, Calumet Hotel, regular rate $2.00; L. A. W. rate $1.50.

St. Clair, St. James Hotel, L. A. W. rate $1.50.

St. John, The Steel, L. A. W. rate $2.00.

Grand Rapids, Sweeti Hotel, regular rate $2.50 to $3.50; L. A. W. rate $2.00.

Charlotte, Sherwood Hotel, regular rate $2.00; L. A. W. rate $1.50.

Union City, Brown House, regular rate $2.00; L. A. W. rate $1.00.

Detroit, Hotel Normandie, regular rate $2.50 to $3.00; L. A. W. rate $2.00.

Detroit, Crawford Restaurant, L. A. W. rate special.

Manistee, Dunham House, regular rate $2.00; L. A. W. rate $1.50.

Mt. Clemem, Sherman House, regular rate $2.00; L. A. W. rate $1.50.

REPAIR SHOP LIST NO. 6.

Detroit, T. B. Rayl & Co., 112 Woodward avenue.

Detroit, W. R. Cole & Co., 59 Fort street, East.

Detroit, F. Wuelfing & Co., 71 Larned street, West.

Detroit, W. D. Hadger, Randall Building, East Gd. Circus Park.

Detroit, C. Bauman, 31 Grand River avenue.

Grand Rapids, A. B. Richmond, 70 and 72 Waterloo street.

I have this day appointed R. D. Merrill Local Consul at Union City, Mich. Fraternally,

A. B. RICHMOND, Chief Consul.

Grand Rapids, Mich., Feb. 27, 1890.

Missouri Appointment.

George M. Wilder is hereby appointed Chairman of the Racing Committee, vice N. T. Haynes, resigned. He can be addressed at 1724 Olive street.

Fraternally yours, ROBT. HOLM,
Feb. 18, 1890. Chief Consul.

Pennsylvania.

To the Pennsylvania Division:

I have to-day appointed Philip S. Collins an additional Representative for this Division.

SAMUEL A. BOYLE, Chief Consul.

Philadelphia, 26 Feb., 1890.

370—Missouri Division.—370.

To consuls and members:

Right at the opening of the cycling season it may be perfectly in keeping with the season to say that the cause owes as much to individual as to collective effort. I would therefore very much like to see each member of our Division make a resolve right at the beginning of the riding season to obtain us at least one new member before April 1st, and as many thereafter as possible. Our present membership is now nearly 360, and but ten more names are needed to pass the high water mark. We want to, and should by all means, pass this "mile stone," for it should not be said that we were behind the record of the last eighteen months, but advanced ahead of it in the first six months of the present administration. By united effort we can easily do this, and as we now have good hard workers in the large cycling centres, such as Joplin, Hannibal, Kansas City and St. Louis, the figures 370 should be left far in the background. Our road book will be out in April, and you will be surprised at its completeness. This should be used as an argument in connection with the others in obtaining new members. The Road Improvement Committee is doing yeoman service, but are sorely handicapped by our lack of members. We intend to push legislation on this subject the coming year, and if we are to be successful we must have at least 500 members. With all these advantages put in a clear light to the non-members they will be sure to join us, provided you make it your business to ask them. Fraternally yours, ROBT. HOLM,

St. Louis, March 1, 1890. Chief Consul.

NEW AND SECOND-HAND

Bicycles and Tricycles.

Get our prices on second-hand wheels before purchasing.

REPAIRING

of all descriptions at reasonable prices.

SIDWELL & SABEN

182 Columbus Avenue,

BOSTON, - - MASS.

Ohio.

The supplement to the Hand Book has been mailed to the members of the Ohio Division. It contains several blank pages on which may be pasted any information concerning consuls, hotels, etc., that may from time to time appear in the official columns of the BULLETIN.

Since the Addenda was set up the following changes have been made:

Local Consuls: Lima, Allen Co., Walter J. Ritchie; Wellington, Lorain Co., John W. Wight.

Hotel: Shelby, Richland Co., Hotel Shelby regular rates $2 00: to L. A. W. $1.40, meals, 35 cents.

Cut this out and paste it in your hand book.

WILLIAM D. KEMPTON,
Sec.-Treas. Ohio Div. L. A. W., Cincinnati, O.

Cincinnati, February 22, 1890.

Ohio.

Additional Hotel.

Belleville, Hotel LeFevre, regular rate $1.50; to L. A. W. $1.00.

Cut this out and paste it on the blank page of your Addenda. WILLIAM D. KEMPTON,

Sec.-Treas. Ohio Div. L. A. W., Cincinnati, O.

Cincinnati, March 1, 1890.

Illinois Hotels.

Marseiles, Beckwith House, rate $1.50 per day, meals, 35 cents; regular rate $2.00.

Olney, Olney House, rate $1.50; regular rate $2.00.

Taylorville, Long House, rate $1.50; regular $2.00.

Carpentersville, Wilbur House, rate $1.00; regular rate $1.50.

Sandoval, City Hotel. rate $1.00 per day; regular rate $2.00.

Sparta, Broadway House, rates $2.00 per day.

W. A. DAVIS, C. C.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and

omissions to the Secretary. In order that no objection able person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 231—Total 35—12,664.

BOSTON, March 7, 1890.

CALIFORNIA DIVISION—1—443.

Unattached.

26378 Swinnerton, J. G., Box 167, Stockton

ILLINOIS DIVISION—2—930.

Unattached.

26367 Peterson, S. C. J., Morris
26368 Wood, John W., Galva

KANSAS DIVISION—1—137.

Unattached.

26375 Bergstresser, Edwin, Box 333, Abilene

KENTUCKY DIVISION—2—110.

Unattached.

26359 Rosenau, Sim., Maysville
26360 Trouts, William, "

MARYLAND DIVISION—5—540.

Chesapeake Wheelmen.

26370 Tickner, Wm. E., 902 N. Gilmor st., Baltimore
26371 Unverzagt, Harry G., 1509 Edmondson ave., Baltimore

Unattached.

26369 Geraghty, M. J., 648 W. Lombard st., "
26354 Morris, T. J. V., Waverly P. O., "
26361 Frazier, L. T. O., West All Saints st., Frederick City

MASSACHUSETTS DIVISION—7—1656.

Cambridgeport Cycle Club.

26388 Pittee, Closson F., Wyeth st., Somerville

Middlesex Cy. C.

26364 Major, Thomas E., Box 2559, Boston

Melrose C. C.

26363 Washburn, Frank L., Wyoming ave., Melrose

Unattached.

26356 Harris, Harry H., 71 Middle st., Fall River
26355 Pressy, Alonzo K., 11 Washington st., Newton
26372 Cummings, John D., 163 Hampden st., Boston
26379 Leeming, Woodruff, 145 W. Newton st., "

MISSOURI DIVISION—4—356.

Joplin Bi. Club.

26357 Beeker, Julius A., Box 1044, Joplin

Mo. Bi. Club.

26382 Knox, John B., 519 N. Main st., St. Louis

Unattached.

26380 Slevin, L. R., 3524 Laclede ave., "
26381 Baylor, D. L., Box 112, Purdy

NEW JERSEY DIVISION—1—634

Unattached.

26373 Ogden, Edw. W., Rutherford

NEW YORK DIVISION—2—2166.

Lockport Wheelmen.

26366 Winsor, Geo., 268 Church, Lockport

Unattached.

26365 Gaylord, Ernest F., 134 West 70th st., New York

OHIO DIVISION—1—864

Unattached.

26374 Sebald, C. Ed, Middletown

PENNSYLVANIA DIVISION—7—1490.

Tioga Cycling Club.

26383 Roberts, Thomas M., 1749 Ontario st., Philadelphia
26384 Rich, J. B., 3542 Smedley st., "
26385 Klander, Frank, 2210 Venango st., "

Unattached.

26358 Shafer, H. Will, Box 1089, Franklin
26376 Sproule, George F., 644 No. 44th st., West Philadelphia
26377 Potts, Geo. C., 2401 E. Huntingdon st., Philadelphia
26386 Haines, John B., 3408 No. 16th st., "

RHODE ISLAND DIVISION—1—356.

Unattached.

26362 Cullen, Alexander, Box 1343, Providence

WISCONSIN DIVISION—1—113.

Unattached.

26387 Withee, N. H., 236 S. 9th st., La Crosse

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, R. M. Thompson, Oriel Hotel, San Francisco. Secretary-Treasurer, W. D. Sheldon, 126 Davis street, San Francisco.

COLORADO—Chief Consul, Edward S. Hartwell, 1319 Sixteenth street, Denver.

CONNECTICUT—Chief Consul, David J. Post, Drawer 11, Hartford. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1230 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 149 No. Del. street, Indianapolis. Secretary-Treasurer, A. N. Smith, Terre Haute.

IOWA—Chief Consul, James B. Green, 711 Locust street, Des Moines. Secretary-Treasurer, Walstein Seymour, 2d and Walnut street, Des Moines.

KANSAS—Chief Consul, W. C. Bradley, Western Security Co., Ottawa. Secretary-Treasurer, Otto H. Wulfekuhler, Leavenworth.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Harry H. Hodgson, 13 Carondelet street, New Orleans. Secretary-Treasurer, J. W. Dodge, 893 Carondelet street, New Orleans.

MAINE—Chief Consul, Dr. G. E. Dow, 507 1-2 Congress street, Portland. Secretary Treasurer, A. L. T. Cummings, Biddeford.

MARYLAND—Chief Consul, Albert Mott 203 Lenox street, Baltimore. Secretary-Treasurer, G. W. H. Carr, Box 675, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 109 Warwick street, Roxbury. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer, C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, A. W. Laird, Winona.

MISSOURI—Chief Consul, Robert Holm, Anheuser Busch Brewery, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, Frank N. Clarke, First Nat'l Bank, Omaha.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, Frank O. Moulton, Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 40 Orchard street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, Elizabeth.

NEW YORK—Chief Consul, W. Sheldon Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City

OHIO—Chief Consul, M. A. High, 165 Vine street Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 550 Freeman avenue, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Chas. S. Davol, Warren. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, Geo. C. Arbuckle, Room 5, Merchants' Exchange, Dallas.

VERMONT—Chief Consul, H. A. Webster, Montpelier.

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk. Secretary-Treasurer, Alex. K. Schaap, 617 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, Clarence. E. Irwin, 150 No. F street, Wheeling.

WISCONSIN—Chief Consul, V. Mumford Moore, 94 19th street, Milwaukee. Secretary-Treasurer, W. L. Simonds, 382 East Water street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

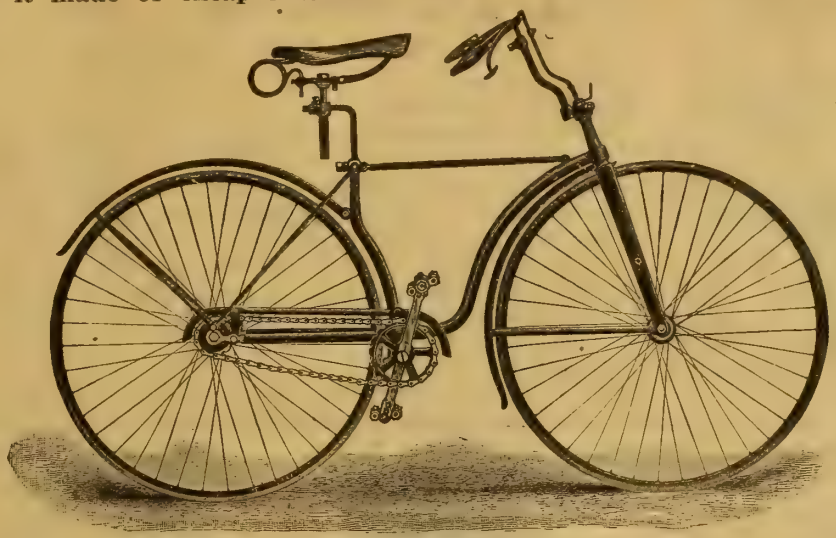
☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and ocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

There is no better wheel in the market to-day than the Warwick Perfection. It is not sold for cheap money, nor is it made of cheap material.

PRICE $135.

SEND FOR

CATALOGUE.



WITH BRACE REMOVED

IT MAKES A

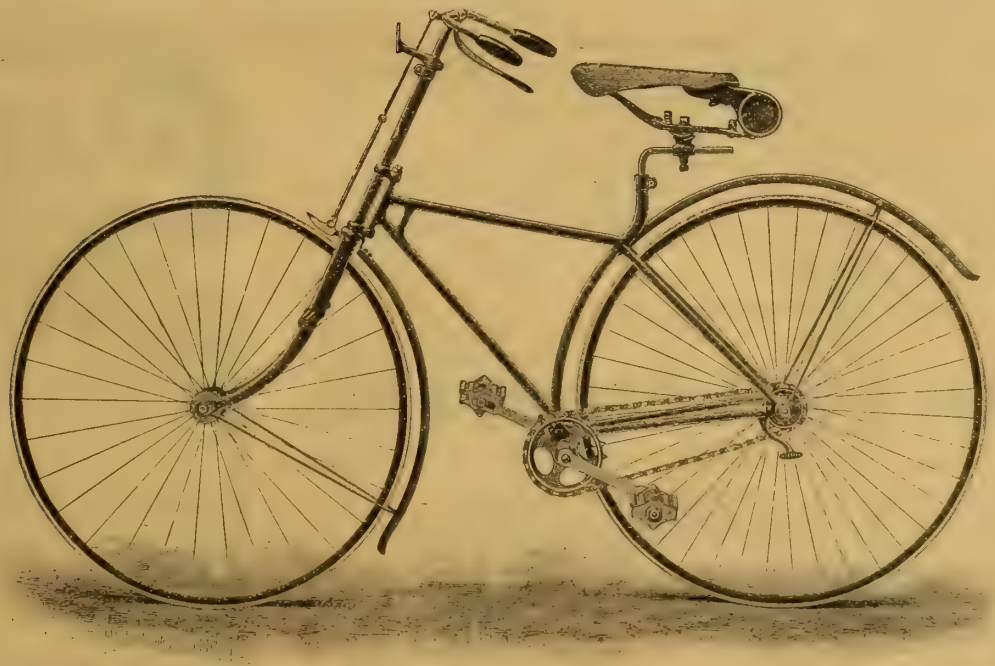
Light and Superior

Ladies' Wheel.

To facilitate delivery of goods, we have arranged with the following firms to supply you in their respective territory. They will be our exclusive wholesale dealers, and it is their mission to aid you in every way. Address them for catalogues:

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For Maryland, **EISENBRANDT BROS.,** 424 E. Baltimore St., Baltimore, Md.
For Southern Ohio, Southern Indiana, Tennessee, and West Virginia, **J. E. POORMAN,** 8th and Race Streets, Cincinnati, O.
For the Northwest, **CHAS. F. STOKES MFG. CO.,** 293 Wabash Ave., Chicago.
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Territory not named, Local Agents, or The Manufacturers,

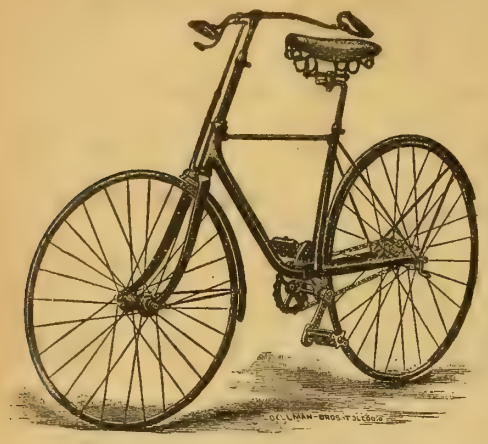
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This is the Popular Premier Safety Bicycle. All balls, all steel, all interchangeable. Fish saddle. $105. Now Ready for Delivery. 2,500 were sold during six months of last year. Of all Premier Agents, or

LLEWELLYN H. JOHNSON, Manufacturing Importer,

401 & 403 Main St., - - - ORANGE, N. J.



ONCE MORE WE SAY

LITTLE GIANT.

THEN WE SAY UTILE DULCI.

Now we ask you why you should place your order early for the LITTLE GIANT.

So as to secure what you want just when you want it.

We know from experience that everybody wants the best.

We are prepared to furnish it at a moderate price.

It becomes a pleasure to supply the public with what they want, when you know from experience that your goods will please them.

The LITTLE GIANT will bear the closest of criticism, therefore we extend an invitation to all to examine it for themselves.

Price $35.00, it is needless to add, constructed of modern improvements.

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	Weight Complete.	Price.
Royal Singer Safety, -	40 lbs.,	$135
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Intermediate Safety, -	39 lbs.,	90
Miniature Safety, -	37 lbs.,	75

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COAT, $8.25, BREECHES, $5.50.
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Caps. League Regulation.....1.25
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Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

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CATARRH
HAY FEVER
CATARRHAL DEAFNESS

A NEW TREATMENT.

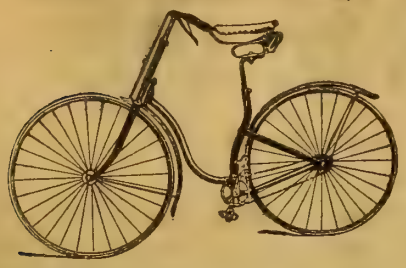
Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (*two weeks apart*) by the patient at home. A pamphlet explaining this new treatment is sent *free* by A. H. DIXON & SON, 337 and 339 West King Street, Toronto, Canada.

Elwell European Bicycle Tour.

MARCH CIRCULAR NOW READY.

Address
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THE "GAZELLE,"



JUVENILE SAFETY BICYCLE.

The lightest and strongest machine of its kind yet made. Tubular steel drop frame, with or without detachable cross-bar, adjustable steel cone bearings for wheels and crank-shaft, hard rubber handles, 24 and 26 inch wheels, with crescent steel rims, steel spokes and 3-4 inch best rubber tires, reversible seat post, with long and short bends, thus giving wide range of adjustment to suit children from eight to sixteen years of age; all wearing parts detachable and interchangeable; handsomely finished in nickel and enamel; weight, with adjustable suspension saddle and tool bag, complete, 34 lbs. Price $40,—and well worth the money, in comparison with any other machine of its kind in the market.

The "Gazelle" has absolutely the strongest wheels of any bicycle made, large or small, and as the frame is strong enough to carry a heavy man over the roughest riding, the machine will stand the rough usage to which children's bicycles are frequently subjected, with little danger of breakage. The Ladies' "Gazelle," much the same style as the above, with 28-inch wheels, chain guard, and some additions and improvements, will be ready in April. Will run about as light as a ball bearing machine. Price $50. Liberal terms to agents. We will deliver these machines at any place in the United States, east of the Mississippi, where we have no agent and which is reached by a railroad, at prices named, transportation free. When ordered to be sent C. O. D., an advance remittance of $5 will be required.

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$3.00 Per Pair.



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TOULMIN'S KANGAROO BICYCLE SHOES
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Greatly improved. Best and cheapest Shoe in the Country. Special Inducements to Agents. Send for Catalogue containing rules for self measurement. Correspondence promptly answered. Address
285 Main St., - - BUFFALO, N. Y.



25c FOR THIS STAMP. 25c

Send us 13 two cent stamps and we will send you by Mail one of these Beautiful Self-Inking Stamps, with Your Name, Ink, Box, &c. Postpaid.
CONOLLY & Co. Rochester, N.Y.

Ask your local dealer for

Price, 25 Cents.

CYCLE-CHAIN GRAPHITE.
REGISTERED.

Safety Bicycle or Tricycle CHAIN.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.



The "OTTO" Rubber Tires.

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	Factory Price.	Our Price.
52 in....	$60 00.....	$32 40
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44 in....	40 00.....	21 60
42 in....	35 00	18 90

All Wheels furnished with Tool Bag and Tools.



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SEND FOR CATALOGUE.

Small Boys' 20 in., wheels, with Parallel Bearings...$18 75
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Ladies' or Men's 30 in., Ball Bearings ALL OVER ... 67 50

ST. LOUIS, MO. E. C. MEACHAM ARMS CO.

For all kinds of
Bicycle Repairing, Nickel Plating, Enamelling, etc.,
Send your Wheel to
HARRIS & HABERER,
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PERFECT POCKET OILER.



One-half size.

For bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 9th ave., N. Y.



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SUMMER 1890.

Prof. P. Le Perrier's European Tour

Through France, England, Switzerland on Bicycles and Tricycles. For particulars, terms, etc., address

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10 per cent. off on all Repair and Refinishing work received before March 10.

We Do This to Keep Our Shop Running.

BARGAINS.

Psycho Tandem Safety, all plated except wheels; all balls; tires perfect; an elegant machine,	$175
American Rambler, new; all balls	105
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48-inch American Challenge, all balls	55
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48-inch Expert, especially built for fancy riding; nickel finish	60
52-inch Victor, half nickel; all balls; as good as new; only	65

HOLLAND & HAVENER,
WORCESTER, MASS.,
Manuf't'rs of BICYCLE BELLS and HOISTS.

The New "39" and "24" Star,



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel
—AND—
Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,
118 Warren Street, New York.
Mills, Bouckville, Madison Co.
ESTABLISHED 1865.

UNION CYCLE MFG. CO.

Ball Bearings Dust Proof and Oil Retaining.
Chain absolutely noiseless.
Patent Chain Adjustment.

"Union" Patent Saddle.
None Better.
High Grade in Every Respect.
Finish Incomparable.

THE UNION SAFETY

In General Appearance and Riding Qualities is Unqeualled.

All Parts Interchangeable. **Office and Factory, Highlandville, Mass.**

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J. E. POORMAN, Cor. 8th & Race Sts., Cincinnati, Ohio, Agent for Southern Ohio, Southern Indiana, Kentucky and Tennessee.
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OUR EIGHTH YEAR AT THE OLD STAND.

W. W. STALL,

ODD FELLOWS' HALL,

509 TREMONT STREET, 4 WARREN AVENUE.

BOSTON, MASS.

Safety Bicycles, Wholesale and Retail

SOLE NEW ENGLAND AGENTS FOR

ST. NICHOLAS MFG. CO., - - - Chicago, I
INDIANA BICYCLE MFG. CO., - - - Indianapolis, I
CAPITAL CYCLE CO., - Washington, D. C., PSYCH
JOHN WILKINSON CO., - - Chicago, Ill., ROVE
SWEETING CYCLE CO., Philadelphia, Pa., COVENTRY RIVA

We are practically headquarters on low-priced wheels especially, and are prepared to supply the trade. Safeties for men at from $60.00 upward; Ladies at from $45 upward, and Boys at from $18.00 upward.

We offer the above goods to the New England trade, and solicit correspondence with agents and parties desiring to become such. Liberal inducements to live men who will "hustle."

Send 5 cents in stamps for our new Catalogue.

"If not then therefore? Then why so accordingly? BECAUSE, don't you SEE? That is--to be SURE--of COURSE it is. HENCE, LATE EXPLANATIONS."

"Let the galled jade WINCE. OUR withers are UNWRUNG."

See last number of "WHEELING." See article under head of SCIENTIFIC WHEELING. READ IT. PONDER and MAKE YOUR OWN DEDUCTION. Then send for '90 "CAT." to

WHITE CYCLE CO.,

WESTBORO', MASS.

ANNOUNCEMENT.

It is true that last year we were not able to supply promptly the demand made on us for the Columbia Safety; this was on account of the failure of the Tube Works to supply tubing according to agreement.

Not to be caught again, our contract was made early last year with ample guarantees for a full supply.

Foreseeing the large increased demand there would be for our production, notwithstanding we had the largest facilities in the world for manufacturing High Grade Bicycles, we increased our plant and kept steadily at work with full force during the dull season, so that we are prepared for the demand.

We have sent out very many more cycles during January and February than ever before, and still have a large stock on hand ready for immediate shipment, yet advise our agents to get their orders in promptly so as to have machines in their own stores ready for quick delivery.

Our Bicycles are the most popular ones in the world, and are still growing in favor.

In places where we have no agents we shall be glad to appoint active ones, and in places where for any reasons our agents are not able to give our interests their prompt attention, shall be willing, with their consent, to make a change.

POPE MFG. COMPANY,

77 FRANKLIN ST., COR. ARCH,
BOSTON.

BRANCH OFFICES:
12 WARREN STREET, NEW YORK.
291 WABASH AVE., CHICAGO.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 14 MARCH, 1890.

Volume XX.
Number 20.

We Are Now Shipping the



1890 VICTORS.

They meet ready appreciation on all sides. You cannot find another machine that will give you the satisfaction Victors will.



If you are changing your mount this year, try a VICTOR and you will learn what is the best bicycle on earth.

"Ask Victor riders."

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON.

Office and Factory, CHICOPEE FALLS, MASS.



Illustrated Catalogue Free.

SOME ARE BORN POOR, OTHERS ACHIEVE POVERTY.

When you want to know whether the atmospheric temperature is rising or falling, and can't wait long enough to take two observations if you have a metallic thermometer, one of those with a dial, you have only to jar it and the pointer will advance slightly in the direction of its last movement. The reason is that a jar overcomes the friction in the moving parts of the instrument and allows it to tell the *exact* instead of the *approximate* truth. The same test may be applied to a steam gauge and also to a man. The pressure under which a business man works, especially if he is off the regular track, and running on the tires, as it were, is usually enough to hold him steady. The size of the load in proportion to his ability to carry it will always determine *how* steady. When a man is suddenly and unexpectedly hit, he is apt to jump in the direction of his strongest tendency. This much, by way of explaning our financial statement of February 21st in this paper. We have to acknowledge the receipt of several sympathetic letters, and a few (don't overlook the italics) offers of assistance. One elderly lady seems to take the matter much to heart and thinks the Newton authorities ought to be notified. More heartless people have considered it a joke. How lightly the sufferings of others touch the average mortal. Let us hope that in the far distant future (not too far), when everybody rides *Hickory Wheels*, there will be a stronger bond of common brotherhood, when each shall be as a part of one grand nervous system, and to hurt even the least of us will send a pang to the ever throbbing public heart, which "looking backward" will *correct* rather than *punish* the offender. Among recent protests we have one from the usually good-natured Secretary of the League, which says, "Elliott, why won't you stop writing poetry?" Inasmuch as we had never claimed that we *were* writing poetry we feel highly flattered. Our gratification is bordering on ecstacy to have such an authority accuse us of that of which many had thought us incapable. While much is added to our pleasure to know that the rythmic Secretary, fearing the prospect of such formidable opposition, is taking steps to drive us out of the market. He need have no fears, however, as we shall soon be so busy delivering wooden bicycles ("wooden," just think of it; don't that sound cheap?) that we shall have no time to muse, and speaking of mews reminds us that our *cat*alogues may still be had.

We shall soon begin to deliver "Hickories" of the vintage of 1890. We want agents in places where we have not already established agencies, and there are still a few—thousand. In most of these towns there must be some man who is on the verge of suicide because of loose spokes, etc., and whose heart bleeds for the good of his fellows. We want to save his life, and we'll *do it*, too, if he sends his address in time.

STERLING ELLIOTT, = Newton, Mass.

P. S. What is the difference between free speech and loose spokes? Ans. Only a few seconds.

Holmes' Thigh Stocking.



Price $2.50.
Double heel and toe.



KNEE PANTS.
(Patented.)
810. Heavy Rib,
Improved double seat and pocket.

FULL PANTS.
(Patented.)
828.
Heavy Rib.
Improved double seat, strap & pocket.



No. 884. Heavy Rib.





3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50.
3—1. Black, navy, grey mixed, stocking, $1.25.
1—1. Black, navy, grey mixed, stocking, $1.00.

Send Stamp for Catalogue.

Athletic and Gymnasium Garments Manufactured by

HOLMES & CO., 109 Kingston St., Boston.

THE LATEST CRAZE

is the Safety, and the price of ordinary wheels is going down with a crash that is very sickening to all the dealers. We are still ready, however, to take ordinaries in trade for all styles of new Safeties and if you can't make figures with your nearest local dealer, you had better write to us; also, SEND YOUR NAME IN FOR A COPY OF OUR 1890 CATALOG, which will be the finest thing in its line of the season.

ST. LOUIS WHEEL CO., ST. LOUIS, MO., 311 N. 14th St.

Second-Hand Wheels and Typewriters

of all kinds bought, sold and taken in exchange on any new wheel in the market, Safeties included. Always in the market to buy large or small lots, New or Second-Hand Wheels, for Cash, when prices are right. We constantly carry 400 to 500 Wheels, including many rare bargains in **SECOND-HAND STANDARD MAKES. NEW WHEELS** (bought in job lots) at greatly reduced prices. Liberal discounts to agents.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.



'CYCLES ON EASY PAYMENTS,

with no extra charge except interest. Manufacturers' agents for Victors, Columbias, Champions, Eagles, Stars, Springfields, Warwicks, Ramblers, Crescents, Vineyards, Ottos and ALL other Cycles made in or imported to this country. Prices guaranteed low as the lowest. Low rates by fast freight or express—13 railroads. Send for 40 page Illustrated Catalogue, with full particulars, payment plan, and second-hand and bargain list.

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The official design in solid gold. Prices, $2.50, $3.50, $5.00 and upward. Patented. Send for free Catalogue and address orders to

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177 Middle St, Portland, Me.

$127 EXPERT COLUMBIA, 54-inch, good condition, for $50. Will trade for Kodak and cash. C. H. DAVIS, Philipsburg, Pa.

IF you want to buy, sell or exchange your wheel for books, stationery, type writers, organs, buggy, cigars, etc., write to JOHN G. ZOOK, LITITZ, PA. He has the best second-☞ list in the U. S. A $250 Humber Tandem, used 50 miles, at any reasonable offer, and a score of other bargains. Don't buy before you write to him. Kodak Camera wanted.

FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, $14.00, $15.00, and $16.00. Cutters, Home Trainers, etc. Send for circulars. M. A. WOODBURY, Bradford, Pa.

BICYCLES for sale. Best Safety new, cost $140, only $90. Good Star, cost $125 for $70. Rudge-Humber Tandem tricycle, cost $260 for only $65. L. P. THAYER, West Randolph, Vt.

TO LADY BICYCLISTS—We have the best and cheapest shoe for Bicycling ever worn. Finest stock, great durability, makes an excellent street shoe. Send for sample of leather and circular to W.B.TOULMIN, 285 Main st., Buffalo, N. Y.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel
—AND—
Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

Ask your local Dealer (given gratis) for

HINTS on the **CARE** of CYCLE-CHAINS

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

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WANT Safety Tandem. H. S. K., 172 W. 96, N. Y.

WANTED—A Butcher cyclometer for a 52-inch wheel. State price, condition, etc. J. R. LAMBERT, 3420 Sansom st., Philadelphia, Penn.

FOR SALE—48-inch Special Star, good condition. For particulars address F. S. COX, Binghamton, N. Y.

FOR SALE CHEAP—50 and 52-inch Expert Columbias. Big bargains. Write quick. E. A. CATCHPOLE, Geneva, N. Y.

FOR SALE—Cheap. Not been ridden 100 miles, a 55-inch Columbia L. Roadster, '89 pattern, as good as new. For particulars address H. G. PIERCE, No. Adams, Mass.

FOR SALE—52-inch Columbia Light Roadster, latest model. First-class condition. H. W. WHITE, Windsor, Conn.

SAFETY, $75. 1889 pattern. Address F. I. ROLLINS, Springfield, Mass.

FOR SALE—16x30 canoe Annawan, built by Rushton; 90 to 100 ft. sail, radix? centre board, brass drop rudder, water-tight bulkheads, etc., all complete, price $85. Address J. E. H., 211 Tremont st., Boston.

$60 CASH will buy a "Volant" Safety in A1 condition; it is as good as new, has been ridden but little. Cost, when new, $115. Good reasons for selling. Address H. D. SWEET, 124 Congress st., Troy, N. Y.

FOR SALE—54-inch Premier ordinary, originally made to order. The mould mark not worn off the tire. A bargain. H. D. BATES, 191 Warren Ave., Boston.

52-INCH Volunteer Columbia, good as new, rode but little; in perfect order, and finish first-class. Price $75. Address Lock Box 3, Bound Brook, N. J.

IVEL TANDEM BICYCLE for sale, cheap. New last fall; ridden *less* than 300 miles. H. B. WIESE, Bordentown, N. J.

WANTED—A Western wheelman, well-known throughout the West, wishes a position as salesman or advertising man for a bicycle firm, where hustling is needed. Can furnish good recommendations from prominent Western wheelmen as to capability. Address "SALESMAN," care Bicycling World, Boston, Mass.

FOR SALE — Ladies' Quadrant Tricycle, perfect condition, cost $185. Highest offer over $115 takes it. ARTHUR CASTLE, 177 W. Main st., Rochester, N. Y.

STOLEN.

Ladies' Premier Safety, L. H. Johnson, Importer, No. 42,167. Send any information to L. H. JOHNSON, Orange, N. J.

$25 REWARD.

STOLEN—On November 24th, 1889, a lady's Warwick Perfection Safety Bicycle, No. 333. The above reward will be paid to any one returning it to V. M. MOORE, 94 19th Street, Milwaukee, Wis.

TOE CLIPS

Are great things, but you can't jump and walk on them. They are made light and strong, and add to the looks of your wheel. Great for riding hands off and scorching.



AGENTS WANTED in every city or town in the United States. Write for terms, etc. Mention this paper, please.

RANKIN & BRUCE, Sole owners & Man'f'cturers.
Box 103, PROVIDENCE, R. I.

Mail orders, (postage paid), will receive prompt attention. **Per Pair, 50 cents.**



Howard A. Smith & Co.,

Cor. Broad and Bridge Sts.,
NEWARK, - - - N. J.,

Manufacturers and Importers of

CYCLING GOODS.

Largest Wholesale and Retail

Bicycle Supply House

In the United States.

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—FOR THE—

COLUMBIAS, PSYCHOS, VICTORS, STARS, J. & G.'s, GALES, HARTFORDS,

And all other First-Class Makes.



Adhesive Tire Tape

is one of the handiest accessories for carrying in the tool bag, is quickly applied, very strong, and will last for hundreds of miles' riding; invaluable in case of accidents. Price per package, 20 cents.

Z. & S. Bundle Carriers.



Made to fit the handle bars of all the safeties, also the mud guards. By using our patented principle of hinged plates, we are enabled to place a carrier on the safeties that is an ornament. Can be set wide apart for a long bundle, close together for a short bundle, and warranted to carry 50 pounds without marring the machine or being in the way of the rider. Price, $1.25.

Chain Brand.
MANUFACTURED BY
HOWARD A. SMITH & CO.

OUR STANDARD CEMENT

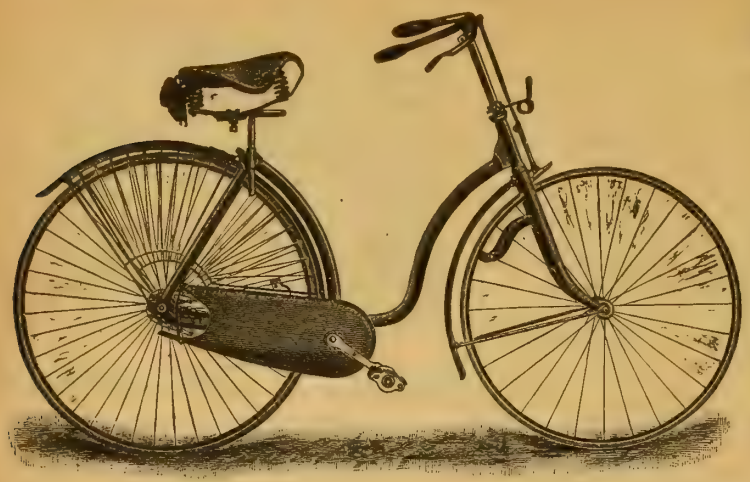
Is known all over the United States. It has been in use for several years, and we can recommend it as being equal if not superior to the best imported.
Satisfaction guaranteed or money refunded.
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FEB. 18, 1890.

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———.

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

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Messrs. NEUMANN BROS., 01 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 14 MARCH, 1890.

OUR official column this week contains a list of committees appointed by President Dunn. All will be interested in these committees and the personnel thereof.

SOME time ago we called attention to the practice indulged in by certain few parties who handle second hand wheels of obliterating the manufacturer's number from the wheel, and we gave our opinion at that time as to what we thought of such a practice.

Again our attention is called to this practice, and a complaint is made that crippled and damaged machines of good makes are revamped, and the numbers are cut off to prevent identification. This of course makes trouble. Riders get the wheels, complain to the makers and the makers are unable to identify them because the number has been erased.

This is not an honest practice and we would suggest to purchasers of second hand wheels that they look to it that the numbers are on the wheels or satisfy themselves as to the reason of the obliteration.

FROM the reports, as printed in the dailies, we learn that the A. A. U. management has not accepted the proposition made by the L. A. W. to modify Rule G, so that the athletic clubs can pay the expenses of their representatives to race meetings on receiving the sanction of the L. A. W. Racing Board.

This proposition was not acceptable to the Union, and it was voted (so the reports read) that a Committee be appointed to look into the advisability of formulating rules of their own.

Although this action has been taken by the Union, we by no means consider that all chances are gone of making some mutually satisfactory arrangement.

A good deal of irresponsible talk and scribbling has been indulged in, on the serious results which will accrue to the L. A. W., should that body come into open collision with the A. A. U. Great stress is laid upon the superior strength, financially and numerically of the A. A. U., and we hear rumors of threatened warlike activity on its part should not open rupture be avoided. We are told that the League will be swept away as a race fostering and promoting organization, like a fly from the nose. We are told that the A. A. U. will "carry the war into Africa," and run race meetings, in direct opposition to the L. A. W., at all the cycle racing centres of the country, and in fact, that the Union will not be sparing in either time or expense to wrest from the L. A. W. its assumed premiership and control in cycle racing matters.

Now all this is *not* official, but only the statements of certain gentlemen and certain papers, but for argument's sake let us suppose that all that is said is official utterance, and for further argument's sake we will admit that the A. A. U. has more money and members than the L. A. W. Right here we want to ask just one or two questions:

What proportion of the members of the athletic clubs are cyclists?

Will the *vast majority* of general athletes rest easy under the necessary expenditures of large sums of money to carry on a war for the benefit of a *very small* proportion of members who happen to be cyclists?

The A. A. U. must conserve the interests of all branches of sport, and the very moment that the managers show a disposition to give any particular branch of sport a preference in the matter of spending money, then that very instant an earthquake will occur in the ranks of the A. A. U.

We desire our argument to be pointed with this assertion, that the A. A. U., powerful as a unit, cannot in justice to its general members throw any greater proportion of monetary influence in favor of any particular branch of sport than the numbers of those interested in such branch bear to that of the total membership. As this is a fact it is easy to see how powerful the A. A. U. would be, in comparison to the League with its 13,000 members whose whole interest is in cycling, in all its forms and benefits.

Finally: What national influence has the A. A. U. as compared with the L. A. W.? Is not the Union practically an Eastern institution? Further, is it not practically a New York City institution? Outside of a few Eastern cities, how many members can the A. A. U. count?

We would rather have peace than war, but the League is not so feeble as some people would like to believe.

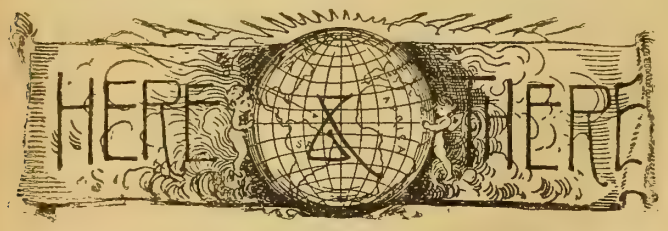
THE Pope Mfg. Co. take a new departure in their style of advertising, on the back page of this paper, which they now occupy (a page which, as they say, they have occupied in part and in whole, with only one small interval, for the term of ten years). Mr. "Quid Pro Quo," whoever he may be, seems to be the editor-in-chief and correspondent, all in one. We notice that Editor "Quid Pro Quo" does the WORLD the compliment of copying our style of make-up. We hear that Mr. Q. P. Q. is a man versatile in ideas, and that he intends to talk editorially and otherwisely in the interests of the Pope Mfg. Co, in their space, "as interest may appear." The departure made by the Pope Mfg. Co. is unique.

THERE was recently secured a petition to the Legislature of Rhode Island, praying for Roads Improvement legislation, which in length was over 123 feet long, representing men worth over $15,000,000. Almost all the business men's associations, Boards of Trade, Granger, and other prominent organizations of Rhode Island signed. It took just five days to get the signatures. Rhode Island may be small, but she makes up for size in quality.

DON'T forget the mass meeting at Utica, N. Y., Tuesday next, March 18, a more extended notice of which appears in another column.

WE have been pleased at the interest shown by many of our readers on the question of changing the character of the paper as proposed by No. 16937 in our last issue, and on which we commented editorially. We have received a lot of replies but, like Oliver Twist, we want "more." Keep it up gentlemen and show your interest thereby.

WE shall publish a special edition of the BICYCLING WORLD AND L. A. W. BULLETIN about April 18th, and we intend to have every maker, dealer and agent's name in that edition. As a reference it will be invaluable. For particulars address Neumann Bros., No. 118 W. 19th street, New York.



BOSTON NOTES.

"TONEY."

EASTERN MASSACHUSETTS has many wheelmen, but among them all there is not a more widely known man than Captain Robert Grant, of the Hyde Park Ramblers. Capt. Grant is of Scotch origin, his parents having come to America from Aberdeen, Scotland, in 1854. It was in Cambridge, on September 10th, 1864, that Capt. Grant was born. He received the greater part of his education in the Hyde Park Grammar School, from which he graduated in June, 1878. He served an apprenticeship in the furniture trade, and is now a member of the firm of W. Grant & Sons, furniture designers and manufacturers, 188 Lincoln street, Boston. Capt. Grant is a member of Branch 48, British American Association; Company G, 1st Regiment, M. V. M.; Boston Y. M. C. A. and gymnasium. He is also a member of the Boston Caledonian Club, of which body he is the champion athlete, having held the all-round medal for the last four years. The club of which Mr. Grant is Captain, and in which he has also held the offices of President and Second Lieutenant, was organized at the residence of Mr. Walters, Hyde Park, on February 9, 1886. Although Capt. Grant does not claim to be a racer, still he has made 91 miles in eight hours, one mile in 2.48, and 43 miles in 3 hours 25 minntes, Hyde Park to Worcester. The Ramblers have 45 members, among them being the oldest member of the Massachusetts Division of the L. A. W., Mr. H. H. Carter, 63 years of age and a fast rider. The other fast riders of the clnb are: A. H. Morse, H. A. Andrews, A. H. Rhodes, W. W. Scott, E. H. Galloup and E. E. Abbott.

IT will be remembered that at the last interscholastic meet, Davis and Bailey, of Harvard, were disqualified for racing on safeties against ordinaries. Although it is rather late to refer to the matter, it may be well to state that at that time the Harvard men, and in fact all the members of the interscholastic had great respect for the racing rules of the L. A. W., which I am sorry to say they have not at the present time. The managers of the meet had promised the general public that these two riders (who, by the way, were two of the main drawing cards) should race in this event. Had they not promised this the riders would have been allowed to withdraw, but as it was, the managers felt in duty bound to insist upon their riding. The result is well known. Now that the Racing Committee of the L. A. W. have amended rule G, the college men are highly indignant and claim that it was aimed at them. They propose to enter racing representatives of both the Bicycle and Athletic clubs of the college, and if need be, allow the Athletic Club to pay the expenses of its racing men. Under such circumstances would it not be well to drop the obnoxious rule, and place in its stead one that will compel a racing man connected with both a bicycle and athletic club to race under the colors of the bicycle club? Such a rule would practically compel the bicycle club to pay the expenses of the rider, and would thereby eliminate any difference of feeling on the matter.

MESSRS. EMERSON, REYNOLDS AND PRESCOTT will give their original entertainment entiled "Living Pictures," under the auspices of the Somerville Cycle Club, in Odd Fellows' Hall, Somerville, Tuesday evening, March 25. The show is well worth seeing and will doubtless attract a large audience.

THE working men of Haverhill are circulating a petition to be presented to the city government, asking that a large parcel of land situated on the bank of the Merrimac river, known as the Riverside Farm, be devoted to and used as a free park. In the petition it is asked that a bicycle track be constructed so that lovers of the sport will have ample opportunity to develop their muscle. There are a number of wheelmen in that city, which have no place where they can train, and if the move succeeds we may expect to hear that Haverhill will be represented by fleet riders at all the Eastern tournaments, as it already has several good riders. Not only are the workingmen taking hold of the petition in good earnest, but the cyclists are determined that the petition shall be presented to the council, and are securing a number of names to the circular.

THE Charlestown Rovers have decided upon April 14 as the date on which the annual minstrel show is to be held. It is whispered around Charlestown that Capt. Robinson will appear as the only century rider of the environs, and that "Our Perch" will be disguised as the man that failed to capture a century run during the past season, while our old friend Totman will of course look after the fair sex and see that another dividend is not declared during the next twenty-five years. A new feature is to be introduced by Vice Consul Robinson, who will not only act the Frenchman, but will recite some of his many hairbreadth escapes in the Parisian capital. The gentlemen have arranged for the appearance of Mr. Burns of Cambridge as the Whistling Coon, and J. B. Seward as the gentleman with only one birthday a year, so all who attend the performance will have the pleasure of witnessing a minstrel show by the grandest aggregation of specialty artists on the American continent.

THE Wakefield Bicycle Club will hold their anuual party on the 28th of the present month, when it is expected that all the State dignitaries will be present, and lend charm and grace to the occasion.

NEW YORK.

"HAWKSHAW."

"IT's just my luck! I knew I would forget something or other, because you hurried me so," remarked Growler to his wife, who was his companion on a tandem journey. "Why, John, what's the matter now? I am sure I am not to blame for your leaving anything behind. What is it you have left, anyway?" sweetly asks Mrs. G. "Why the oil can, of course, and here that dod-blasted old chain is a singing like a dying crow, and I haven't got a drop of oil to stop it with," snapped out the irate Growler. "Don't you remember you gave me that oil can? and I have got it in my pocket right now," replied the better half. "Oh you have, have you? Well let's turn round and go back home after another one, it's only three miles, and it will be easier and quicker to do that, than wait for a woman to find her pocket," said Growler, and the tears came into the eyes of the little wife, as she experienced this example of man's love for fair woman.

"DID you know Wagner was a wheelman, and wrote a cycling opera?" inquired Smart Aleck the other evening. "No, I didn't, and don't believe he ever saw any kind of a cycle, much less rode one, or wrote about it in opera," I replied. "Well, just read this advertisement and learn something then," said Smart Aleck, as he handed me the daily paper, in which appeared the following announcement: "The Wagner Cyclus begins at the Metropolitan Opera House this week."

FROM the number of banquets Dr. Emery has attended, as well as from his very able and witty post-prandial efforts thereat, I think he has well earned the title of the "Cycling Chauncey Depew."

A "CARPING critic," the other day, said to me, "you think you are a writer, don't you?" and I dared to answer that I had a slight idea that I was, when I became effectually squelched with the rejoinder of, "well you aint, see? you can't even write good enough to get quoted upon a calendar," and while the grammatical construction of the reply was not very fine, still an examination soon convinced me that my critical friend was right. Now, Oh, death, where is thy sting?

How little we know of the derivation of even the most common terms we daily use? I doubt whether there is a reader of the BICYCLING WORLD, who, as he has wheeled along over a well or ill kept turnpike, has ever even thought of how a roadway came to be called by such a name, and I am not any more certain that the explanation I am going to give is a correct one. It was the habit or custom, in Scotland, even as late as the seventeenth century, to term any stairway ascending in a spiral form, a "turn-pike," which term

is almost a literal description, since the stair takes the form of a turning or winding way around a pike staff Rocky and mountainous, as most of Scotland is, it necessitated that its primitive road builders should ascend, descend, its stony heights in very much the same manner that a spiral stairway does, hence these rude and rocky roadways were called "turnpikes,' and as the system of building stone or macadamized roads increased and spread, the term "turnpike" was adopted, losing its original significance and becoming finally to mean a stone roadway over which toll is charged. I may be mistaken in this idea of the derivation of the word, but it is a logical deduction, and as such will serve until some of your more erudite readers supply you with a better and more accurate substitute.

A LADY I know, who had only been riding for a short time, recently went out for a ride accompanied by her son, a boy about nine years of age. While going down a rough and rather steep hill, she discovered that for some reason or other the brake on her wheel would not act, and she appealed to her son for help, saying, 'Johnnie, what does papa do when he can't stop his wheel?" Johnnie, who was having a pretty hard row himself, found time between bounces to gasp, "He just swears and falls off." The lady adopted the latter half of papa's plan but omitted the first part of it.

HARTFORD.

"CLAYTON."

THE seventh annual Hartford cycling tournament will take place at Charter Oak Park, on September 1st (Labor Day) and 2d, under the auspices of the Hartford Wheel Club. It has not been fully settled as to whom the Race Committee will comprise, but it is to be hoped that the same committee that managed the 1889 meet so admirably will act again.

THE pool tournament which has been in progress at the rooms of the Hartford Wheel Club since December 19th, closed on Tuesday evening, March 3d, when Hannum defeated Willson and captured first prize; the latter takes second prize. Hannum has shown his superiority from the start, the largest number of games won from him in a single series being four, while in many instances he has shut out his opponents without a game.

OUR second sociable of the season will be given at Central Hall on Wednesday evening, March 12th. There will be little chance for the "outsiders" this time, as the members have taken almost the entire number of tickets issued.

THE boys are all happy to hear that New Haven will hold its maiden tournament on June 9th. The Elm City boys are sure to be successful in their enterprising attempt, as they are all hustlers and good fellows.

THE polo game between the New Haven champions and our boys will surely take place at New Haven on the 18th.

HARTFORD can now boast of being the home of five bicycle clubs, the latest acquisition being the "Charter Oaks," which was formed last week at Colt's Armory. The new club starts out with over thirty active members, and it is understood will be a strictly L. A. W. organization.

NEW JERSEY NOTES.

"NITRAM."

THE annual meeting and election of the Plainfield Bicycle Club was held on Monday evening, March 10th. The election of officers was a tame affair, the officers of last year being re-elected, with the exception of the road officers under the Captain, and two of the nine trustees. The "Gym" Committee reported that they had purchased the apparatus and that it would be put in shape for the use of the members in a few days. A good deal of quiet talk has been going on among the members since the recent successful fair was held, as to how they could show their appreciation of the kind services rendered by their lady friends. A motion to give a dance in their honor resulted in quite a discussion, and the matter was finally placed in the hands of the Board of Trustees, with power to arrange for an entertainment or reception of whatever nature they shall deem advisable.

THE Bergen Wheelmen, formerly located at Hillsdale, N. J., have transferred their headquarters to Spring Valley, N. Y., and will in the future we known as the Rockland County Wheelmen.

THE annual meeting of the Atalanta Wheelmen was held on Wednesday evening, March 5th. The officers elected are completely changed from those serving last year. Captain W. A. Drabble was elected to the Presidency, and Mr. Al. Rummell was elected Captain.

IN reading over the annual report of Secretary Bassett, I notice New Jersey is credited with seventeen lady members; of these eight are members of the Elizabeth Wheelmen. The E. W. have an eye to the fair.

THE Orange Wanderers are arranging to hold a large bicycle tournament in Park Rink, on Tuesday evening, April 8th. The programme is not yet completed, but will include a number of races, fancy riding, and a game of polo on bicycles, and will, no doubt, be a very enjoyable affair.

THE Atalanta Wheelmen held their annual club dinner at Davis' (the Newark caterer), on Monday evening, March 10th. President Drabble acted as toastmaster. The following toasts were responded to in a very able manner: "The Officers," by Wm. A. Drabble; "The Racing Men," by L. N. Thorne; "Touring," by E. F. Millar; "The Ladies," by A. T. Dodd; "Our Professional Men," by F. W. Eichborn. Mr. G. H. Miller, who was to have responded to the toast "The Club," was unable to be present, owing to sickness, and sent as a substitute a very interesting letter, which was read by the toastmaster. A vocal duet by Messrs. George Clymer and J. V. Haring was received amid great applause.

CHICAGO.

"THE STROLLER."

THE Pullman road race for next season will be considered at a mass meeting at the Pope Co.'s headquarters, Saturday evening. Garden has provided music and lunch as an extra inducement to bring out a full attendance, but when Garden sees the size of the crowd that is sure to be there I am afraid he will have to hire a hall to accommodate all.

THE C. C.C.'s defeated the First Regiment indoor base ball team Saturday evening, by a score of 9 to 4.

SOME one asked Ingalls what he thought of Bode as a player, to which Fred replied that Ed was a *howling* success.

MR. LANGWORTHY is improving as fast as could be expected from his mishap, but many weeks must still elapse before he will even be able to walk out.

A SPECIAL MEETING of the officers of the Illinois Division L. A. W. was held here Saturday evening, to discuss the best plan to bring about road improvement in this State, and take some action in regard to the same. Chief Consul Davis presided, and after the chilliness had worn off the various representatives present finally got quite enthusiastic over the subject, and a committee of five was appointed to look into the matter and formulate some concerted plan of action (by which this result could be accomplished), and see what aid could be expected from other organizations and the public at large, and report the result of their labors within thirty days.

JOHN THIELE has blood in his eye for a certain editor here, all on account of a squib in said editor's paper in regard to his winning a ghastly bet, and there's trouble in the household now.

I NOTICE that "Ariel" claims that Banker, Campbell and Van Wagoner were not considered "Eastern cracks" except by their personal friends. Now, "Ariel," will you kindly inform me who were the Eastern cracks last year if it were not the above mentioned three?

"SOUTHERLAND SOUTHSIDE" thinks I owe him an apology for speaking so roughly of his letter in the *Referee*, and says that the editor's blue pencil was responsible for it, and concludes his plaint by saying he shall write no more for *that* paper.

KENTUCKY.

"CONSULS."

THE managing editor of this column would like to hear from the Local Consuls. The Louisville Club is just recovering from a slight fraction, caused by the actions of ten of its members. At the annual election the office of Captain was sought for by two candidates, one of them being supported by this party of "ten." The choice of the majority of members was the competing candidate. Indignant because they did not elect their man, they immediately tendered their resignations, and at once took steps toward organizing a new club, under the title of the "Independent Wheel Club." They swung out their banner to breast the world. Reports received as to their prospects, etc., are not encouraging. If the men continue to conduct themselves as the reports claim they are doing, 'tis safe to say this club will not last long. We hope, however, to see this "little party" prosper, as Louisville is certainly able to support two clubs.

WHEELING affairs at Covington, although in a most prosperous condition, are, however, in a muchly mixed up state at present. Several members of the Kenton Club have become dissatisfied, have withdrawn, and will organize a new club early next week. It has been apparent that, considering the general dispositions of the

members of this club, they would not live in peace and harmony. We hope nothing serious will come from this trouble, as the Kenton Club is the most noted cycling organization in this part of the country.

Mr. Chas. Lucas of Louisville, visited Covington this week, and attended an assembly given by the cyclers of this town.

PENNSYLVANIA.

"ARIEL."

Admirers of the manly art among Philadelphia club men are promising themselves a treat at the next Century "Smoker," an elaborate programme for which has been arranged for the 20th inst. An effort is being made to have a sparring contest between the two boxers who have been instructing the Pennsylvania and Century Clubs, James Dawson and Jack Lynch, respectively—together with a number of their pupils, which would in all probability afford occasion for some of the liveliest cheering from their respective backers heard for a long while. The Century Committee promise something unequalled in the way of an athletic entertainment, and have some of the best local talent obtainable on their list. Probably the greatest interest centres in the tug-of-war contest, between teams from the Century and South End Clubs, the members of each of which have been practicing regularly. The climax was reached when L. E French went into Spalding's the other day, and while pulling against the testing machine, to see how much muscle he had gotten up, actually pulled the cleat off the floor.

Three of the Philadelphia Cycling clubs now own their own houses, and a fourth is about being added to the number. The South End Wheelmen—whose recent incorporation was made for this very purpose—are about erecting a fine building, work on which will be begun when the weather settles. The site although decided on has not yet been publicly announced.

The hill-climbing fever has again broken out in this locality, and Mr. John A. Wells, of hill-climbing fame, last week surmounted the hitherto unrideable grade at the west end of Falls Bridge, on a home-made lever motion safety made by Mr. Schrader, of the Pennsylvania Bicycle Club. The *Athlete* has offered a gold medal for the man making the best time in the ascent of this hill, and a silver medal to everyone climbing it without dismount, the climb to come off on May 3d, and Philadelphia and Camden wheelmen only being eligible for competition.

By way of adding to the attractions of their club house the Century Wheelmen propose building a gymnasium over their present wheelroom, which is to be completely equipped with the latest appliance in this line.

The Tioga Athletic Association received quite an accession from the ranks of the Centurions at their last meeting, being the results of a proposal from the former organization, that all initiation fees received from wheelmen be devoted toward the building of the three-lap track on their grounds. This plan is earnestly commended to all the other clubs in this city, for if a sufficient number are secured it will mean a first-class track for Philadelphia—something long desired and needed.

The Pennsylvania Bicycle Club instructed its delegates, at its regular meeting last week, to vote for the Pennsylvania Division meet to be held in Philadelphia in June. At the meeting of the A. C. C. the date will be decided on. As Chief Consul Boyle assured me that he would with pleasure accept an invitation from Philadelphia, it can be put down as an assured fact. With the New York century run held at the same time, the result will be the largest number of riders ever gathered in the Quaker City.

Ex-Captain Charles L. Leisen, of the Pennsylvania Bicycle Club, left this city on Sunday night for the West. After looking around, in the interest of his business, he will probably fix upon St. Louis as his future home, but wherever he goes Mr. Leisen will carry with him the regard and esteem of all who knew him here.

ROME, N. Y.

"JOHN."

The Rome Cyclers, having qualified as a League club (No. 247), are entitled, I suppose, to a small space in the columns of your valuable paper, but I promise you that it will be short and brief.

The outlook here for the coming season promises to be one of unusual interest to wheelmen. Our club was never in better condition, being nearly entitled to a Representative on the State Board of Officers. Investigation shows that Rome has some sixty active riders, one-half of which, at least, we ought to enroll on our register.

The departure, last fall, of Mr. J. H. Putnam, our Local Consul, has left us without that representative, and also deprived us of a right good fellow and enthusiastic wheelman. Chief Consul Bull was requested some four months ago to appoint a successor, but up to date has not seen fit to do so. In view of our club growth and the bright prospects ahead, we feel that further delay is injurious.

Our men are making arrangements for another Decoration Day tournament, the last venture on that day turning out such a great success. They expect to have some County championships, possibly a State L. A. W. championship and, of course, several club contests for the fastest riders.

We have added a pool table to our club furniture, which seemed to have the effect of drawing the members together during the winter months, when interest in cycling is liable to become torpid.

Association and sociability are prime factors to the interests of cycling, and club organizations are the means of promoting these chief objects, by which a wheelmen is known the world over as a genial, warm-hearted being. Companionship with nature, only to be found astride a wheel on a country road (minus sand and stones) is alone experienced in that exhilarating and elevating degree, by the road riding cyclist. The butterfly wheelman, with his shiny helmet, pretty coat, skin-tight knee breeches, unwrinkled stockings, polished wheel and cigarette, knows nothing, nor ere dreams of the enjoyment, to alone be found on a country spin.

It is hardly necessary to state, that Rome is pleased with the appointment of Niagara Falls, as the place for the next League Meet, and we will undoubtedly send a good delegation to help boom the affair. The League is sure to accomplish a great deal, the coming season, for road improvement.

PORKOPOLIS NOTES.

"STAR."

A new constellation, the Porkopolis Wheelmen, has appeared above the local cycling horizon, and although it is neither as striking as Orion nor as comprehensive as the Milky Way, yet nevertheless its advent will be viewed with as much surprise by some as were the words "Mene Mene Tekel Upharsin" by Belshazzar.

The brewers' parade on March 4th was led by a very portly individual on a 50 inch ordinary. No further evidence is needed of the popularity of the wheel in Porkopolis.

Seven members of the Kenton Club, led by Chas. Croninger, have resigned from the club and will organize one of their own—a sort of Pleiades as it were.

Mr. A. A. Bennett's coasting race is set for March 30. It will be a push off, and anyone putting his feet on the pedals will lose the race. It will be run on Clifton avenue from Calhoun street north. Best two heats in three. There will be two events, one for safeties and one for ordinaries. A gold medal will be given to the winner of each race.

There is perhaps no set of wheelmen as enthusiastic as the Crescents. Their membership is only ten, and yet there are always ten on a club run. A run of seventy-five miles is nothing uncommon with them, and this considering that our roads are neither as level as the ocean nor as smooth as asphalt is by no means child's play. They are not ambitious to have a large club. They have, however, a modest yet snug and cosy club house on Seventh street west of Freeman avenue, of which they are justly proud.

Mr. J. E. Poorman has offered four prizes, viz: four safeties for a handicap road race to be run from Chester Park to Hamilton on July 4th. Here is a chance for Van Sicklen, Barrett, et al., who pretended to ride from Indianapolis to Cincinnati one day last summer, to retrieve their reputation and show whether they really can ride as fast as they would like to have some people believe. The wheels are on exhibition at the southwest corner of Eighth and Race streets.

Scarcely three years ago the first safety made its appearance in Porkopolis. It was owned and ridden by Delni, who in demonstrating his proficiency, would often suddenly and unexpectedly whirl around and dart from one side of the street to the other, utterly regardless of the proximity of others. Thus, to the consternation and dismay of all ordinary riders, he would pursue his erratic course from one end of Race street to the other, the cynosure of all eyes. Now, however, as safeties are as common as flies in midsummer and attract as little attention as a passing street car, the handsome Delni has become a confirmed pedestrian, and no longer displays his agility to the gaping multitude.



WILLIAM VAN WAGONER, Champion of Rhode Island.

We show to the readers of the WORLD this week a portrait of Van Wagoner mounted in his racing position on the Eagle Bicycle upon which he won the following races and records in 1889:

At Montreal, August 24, 1889, 5-mile, open. Time, 15m. 37 4-5 sec. (Canadian Record.)

At Providence, September 25, 1889, 25-mile State Championship. Time, 1h. 18m. 15sec. (World's record for this distonce in Competition.)

Wilmington 25-mile Handicap Road Race, October 19, 1889. Won from the scratch. Time, 1h. 37m. 52 sec.

The Lancaster Pike Record, November 5, 1889. Distance 15 3-4 miles. Time, 47m. 41 4-5 sec.

On Lancaster Pike, December 5, 1889. 5 miles. Time, 15m. 45 sec. (5-mile road record for this country.)

A handsome photograph (from which this engraving is taken), 6 1-2 by 8 inches, mounted ready for framing, will be sent to any address on receipt of 15 cents.

1890 CATALOGUE FREE.

THE EAGLE BICYCLE MFG. CO., - - - STAMFORD, CONN.

CATALOGUE ✣ NOW ✣ READY
Competent Agents Wanted Everywhere.



THE JOHN WILKINSON CO., Sole Importers,
55 STATE ST., CHICAGO.

Please Note This Carefully.

EDITORIAL IN "THE CYCLIST," (COVENTRY, ENGLAND,) JAN. 29th, 1890, SAYS:

"Next to the subject of spring frames, there is a decided favor in the movement of them."

"And in seeking perfection we shall eventually alight upon that method which not only gives us movement when an extremely heavy blow is struck against the wheel, but which will allow the weight of the rider to hang suspended with a fine and easy play with every inequality of the road that may be encountered."

We have anticipated this quality in a bicycle by introducing our Vibrating Springs in

THE AMERICAN RAMBLERS.

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222-228 N. FRANKLIN STREET,
CHICAGO, ILL.

NEWS AND COMMENT.

THERE seems to be a good deal of pulling and hauling among certain racing men just now. The efforts of the parties at interest seem rather to be to score an advantage in the preliminary arrangements than to score a victory in the proposed race. Messrs. Banker and Lumsden do not seem to be able to come to terms, and the Chicago-Wilmington team race appears to be one of the affairs which will be "declared off," notwithstanding the generous offer made by *Sporting Life* to give a trophy worth $100 to the winning team. Really, the difficulties of negotiations between the great powers of the world are not more fraught with diplomatic finesse than are the negotiations between modern racing cyclists. We have often advised the professionals to "write less and race more," a suggestion just now which we think would come in *apropos* to certain of our very worthy amateurs.

THE *Bee*, of Newtown, Conn., shows itself on the right side by publishing road improvement sketches. "An excellent idea shown by an excellent paper."

W. E. HICKS, formerly of the St. Louis *Post-Dispatch*, but now of New York, who gave such an impetus to cycling on the "Future Great," has an article in the last issue of the *North American Review* entiled "Landlordism in France." Hicks is now a disciple of Henry George, the social reformer. Hicks still rides a wheel, and probably always will, as he is a *wheelman* from head to foot.

A CORRESPONDENT from Fostoria, Ohio, sends us the following rich story of a ten-mile medal and how it was won: "Massillon, Ohio, having become a noted spot in League history, I want to tell the readers of the WORLD a rather rich story of the winning of a ten-mile championship medal in that city way back in '77. At the time in question, three very enthusiastic wheelmen and good fellows as well, namely, Messrs. Skinner, Warwick and Miller, being in doubt as to which of them ought to be the recognized champion of the city, concluded to put the question to a final test. It was agreed that each would contribute six dollars to a pool, and the aggregate sum was to be used to purchase a medal to be the property of the winner of the race proposed. This was accordingly done, and a very handsome trophy purchased. It was inscribed, "Ten-mile Championship 1887, Massillon Bicycle Club." The beautiful gold emblem was the envy of each of the contestants. It was decided that it should be competed for by the 17th of July. The several gentlemen immediately went into training, but try as they would no time was found when each of them were in condition to enter a race. It was postponed from time to time until they decided that it would be impossible to meet or to have a race. It was accordingly agreed that they would repair to some secluded spot and *shake the dice* for the medal. The secluded spot was found, the dice cast, and Mr. Miller to-day holds up with pride the honors of the easiest race he ever run. This story I don't believe was ever printed before, but I have the unimpeachable word of the winner as to its authenticity, and if you ever run across him in Pittsburg, he will tell you the history in his own peculiar and laughable way."

THE *Irish Cyclist* devotes two pages to reproductions of advertisements which have appeared in the American cycle papers. The editor speaks in high term of the ingenuity displayed by some of our advertisers.

DURING the latter days of the late Stanley Show it was generally understood that there would be no show in 1891. It seems that a round robin is being circulated for signatures praying that the show be continued, and from the tone of some of the cycle journals we judge that there will be a Stanley Show in 1891

Light, the Chicago comic paper, utilizes the safety cycle in its full page political cartoon. Ex-President Grover Cleveland is depicted on a rear driver, riding over an extremely narrow plank in which two very nasty splits are shown. One is the "Tariff Split" and the other the "Hill Split." This shaky and narrow way spans a "morass of obscurity." The cycle itself is loaded with all sorts of "trouble." Mr. Cleveland naturally looks anxious, and the question *Light* asks is whether he will fall into the morass or navigate safely to a nomination in 1892?

TOM STEVENS, while in England, was one of the guests of the Savage Club of London at a dinner. Stevens says he was the first of the newspaper correspondents to come up with Stanley, and he narrated among other things how Stanley disposed of the Egyptian officer who was convicted of plotting to hand the expedition over to the Mahdi. Stanley, who was suffering from acute gastritis, was carried out of his tent on a chair, and turning to the traitor said: "We have come through thousands of difficulties to save you and yours; meanwhile you have plotted to destroy us. Depart to God." Saying these words he pointed to a tree, to a bough of which the Egyptian culprit was quickly strung up *a la* Judge Lynch.

THE wheelmen of Northern Indiana are making efforts to have a local meet during the coming season. By addressing Mr. John Hanna, of Fort Wayne, particulars of the scheme will no doubt be furnished.

VAN WAGONER is reported as saying that he will attempt to ride from Boston to Chicago in ten days. This means a 100-miles-a-day clip.

THE Ramblers, of Buffalo, have never felt quite at ease over the defeat of its team by the Genesee Club, of Rochester, in the great Buffalo to Rochester road race. The Ramblers gave them a show late last fall to get even, but as it was so late in the season the matter was dropped. There is every hope and indication that a 100 mile road race will be arranged between these two clubs to take place in the spring over the road between Erie, Pa., and Buffalo, N. Y., a splendid stretch of road.

THE Buffalo *Courier* suggests that some one make a collection of the different patterns of cycles and appliances that have been invented since the earliest days of the bone shaker. This would be a big undertaking, but certainly would be interesting as an evidence of the ingenuity of man in producing some things of no earthly use, as we doubt if ten per cent. of the inventions have proven of any practical value.

WE have received a copy of the programme and almanac issued by the Plainfield Bicycle Club, of the fair held last month. It is a most excellent work, and will find a place in our library as a permanency.

THE Middlesex, Mass., Cycle Club will hold its annual dinner and reunion at the Quincy House, Boston, on the evening of March 25th. As the club contains some of the brightest lights in New England cycledom, we expect the club will enjoy not only a good dinner, but also a "feast of reason, etc.," on that occasion.

THE life boat Cyclist, the gift of the cyclists of Great Britain, last month saved four lives (the entire crew) from a wreck near Hartlepool, England.

IN speaking of the position taken by the L. A. W. on racing matters, and the now famous Rule G, *Wheeling* says: * * * "If here in England, however, such a rule * * * had been passed, it would have gone far to prevent makers' amateurism, and still worse crime of 'roping' for gain, while promoting high class sport throughout the country."

THE Providence Sunday *Journal* devotes columns in each of its issues to the question of roads making and maintaining. Many practical and valuable articles are among the contributions.

MR. HAROLD CHILD describes Denver, Col., as being the "Paradise of Wheelmen." It's no use talking, even the Cycler's Paradise is going westward.

"NADJY," of Des Moines, Iowa, makes the following appeal to Iowa wheelmen: "I take the liberty of asking each wheelman in Iowa to send in his name to either Walstien Seymore, Secretary-Treasurer, or J. B. Green, Chief Consul of the Iowa Division, L. A. W., and see if Iowa can't gain a higher rank in this grand organization than it now holds. If there is any State in the Union that needs booming with a great, big, large B, it is Iowa. Mr. Seymore informs me that he has a list of nearly 500 non-League wheelmen in the State who, by a little exertion on the part of the 142 who are members, might be induced to join. Let's come to the front and raise Iowa to the position it should be in. There are over 100 wheelmen in Des Moines, and only a dozen belong to the League, but by next fall we will have added them to the list if good hard work and persevering push will accomplish anything."

THE stockholders of the Maryland Bicycle Club, Baltimore, Md., met at their club house on Mt. Royal Terrace on Saturday night, March 8, and elected the following trustees: E. T. Le Cato, E. P. Hayden, Yates Penniman, James Thompson, E. R. Jones, George Hagerty and S. T. Linton.

THE following interesting scrap taken from the *Beacon* of Akron, Ohio, is too good to lose: "Fifty years ago," said the gentleman from Portage, Ohio, "when I was a schoolboy, one of the enjoyable treats of my morning run with my hoop, was to a turnpike corner in the south of England, to see an old milkman come into the town upon his rudely constructed bicycle which he propelled by steel grip plates on the toes of his boots which he forced into the roadbed, and by a thrust of his legs as if skating, he kept up a fair speed. Suspended from a wooden shoulder yoke he carried his two large milk cans. These used to swing out like the governor balls of an engine as he turned the corner at full speed. His machine was composed of two strong wheels about three feet in diameter. The saddle stick was about the shape of a well made ox yoke, the back wheel being attached to wooden brackets, and the steering wheel rigged to a strong wood fork hewed from a tree. To the tops of the staff was attached a pair of cow horns having

enormous polished brass knobs. On Saturday the young ones used to go to see the old man leave town, as he generally got drunk before going home on that everybody's pay day. And the strangest thing about it was that when drunk he could travel a deal straighter upon his wheels than upon his legs."

CONGRESSMAN SPRINGER, Illinois' bright and shining light on the Democratic side of the House, rides a safety cycle. Mr. Springer had his safety lamp stolen the other day, but the thief was caught and was "incarcerated, etc."

THERE are twenty-one miles of first-class bicycling roads about the city of Jacksonville, Fla., including the shell road, and there are now about forty wheels owned there.

BELOW we give a few statistics from Fairmount Park, Philadelphia: During February 17,856 one-horse and 6870 two-horse vehicles, 3681 bicycles, 1910 equestrians and 25,854 pedestrians entered the park.

THE *Every Evening*, of Wilmington, Del., is responsible for the statement that the great Chicago vs. Wilmington team race will take place June 28th. We hope this is authentic, and that no "Great Big If" will stand in the way

THE Hartford *Times* keeps a safety bicycle always handy for use by any of their reporters who may be sent to do a "hurry" job. Every newspaper should have a few of these machines for the use of the reportorial staff.

THE *Call*, of San Francisco, Cal., tells us that there is a quiet feeling among the wheelmen there that a distinct organization is wanted on the Pacific Coast. The *Call* pays us a nice compliment (but we are sorry to say at the expense of the L. A. W. generally) by stating that Pacific Coast members "receive from the League only one thing worth having, and that is the WORLD AND BULLETIN."

THE man who does a good lot of work for nothing usually gets more kicks than ha' pence for his pains. Witness the fact that Mr. L. A. Clarke, of Brooklyn, N. Y., the prime mover in the century runs of 1888-89 to Philadelphia, is strongly opposed as leader of the third century run, because of certain charged lapses in his manage ment of last year.

THE Boston Bicycle Club will hold its annual dinner on the evening of March 15.

HERE is another evidence that the Australian racing authorities will not tolerate any monkey business: "T. W. Busst, the crack bicyclist of Australia, has been suspended for two years for assaulting a member of a Melbourne Club at a meeting where Busst and his brother were doing some alleged suspicious riding."

AS compared with the expense of a horse roller and steam roller for road use, Mr. H. A. Coombs, of Cranston, R. I., thus speaks: "My short experience on Cranston street, during the past summer, taught me that in point of economy the steam roller was, at first cost, i. e., the daily cost of running it, more than seventy-five per cent. cheaper than the horse machine. If the quality of work is taken into account 150 per cent. would be nearer the correct estimate. We find after five months of wear—and rather trying weather for roads those five months have been—that those sections of the road rolled with steam apparatus are as firm and smooth as when first completed, while the parts rolled with the horse roller are badly rutted, muddy when wet and exceedingly rough when frozen."

LOS ANGELES has a number of young lady bicyclists. Miss Daisy Birdsall was the pioneer, and she rides gracefully a drop-frame safety made by Frank Olds, of this city. Mrs. Tierney handles a ladies' safety with rare skill; Miss Josie Barraclough is one of the newest recruits to our lady riders, and is making excellent progress under the experienced eye of Mr. D. L. Burke. Last, but by no means least, Mrs. S. G. Spier, wife of Osborn & Alexander's manager here, presents a charming picture mounted on her two-wheeler. It is safe to say that there will be a large number of lady riders here this season, if our agents' statements are to be relied on. This is as it should be, for nowhere in the wide world is the environment so perfectly adapted for cycling as in the Angel City. With finely paved streets, the finest climate "now made," pretty parks, beautiful places of interest, nothing remains but to purchase a wheel, ladies, and then you will enjoy life. There are a number of lady tricyclers here, and have been for years. They will probably change their mount to the bicycle.

"LINNEUS," our St. Louis correspondent, writes us as follows: Chairman Penn, of the Highway Improvement Committee is a hustler, and in addition to the work of his committee, is giving the State meet, which will in all probability be held at Columbia on July 4th and 5th, his best attention. He writes: "The programme, as I have it in my mind will run about thus: July 4th, A. M., street parade; 11 A. M., Division meeting; 2 to 4 P. M., races; 8 P. M., smoker. July 5th, A. M., run fourteen miles over our best gravel road to Rocheport, on the Missouri River; P. M., runs to other points reached by our fine gravel roads; 5 P. M., hill-climbing contest—we have what may be called a tough hill; 8 P. M., banquet." A great deal of atttention is already shown the matter, and a three days' tour is in process of construction, to start from Louisiana, in connection with the meet. The celebration at the University will be sure to draw a large crowd, which will insure reduced railroad rates. Boone County is a cyclers' paradise, and many wheelmen will doubtless embrace the opportunity to visit it.

THE spring meet of the Maine Division will be held in Lewiston, May 30. The programme for the day will be about as follows: There will be a parade in the forenoon through Auburn and Lewiston, after which a run will be taken. Arrangements will be made for the dinner to take place at the hotel on the shore of Lake Auburn. After dinner, time will be allowed for out of door sports, after which the run will be continued round the lake. The annual meeting of the League will probably be held in the evening.

THE MEDFORD (MASS.) CLUB'S SUCCESS.

THE other day a stranger came into the good old town of Medford, Mass., and in a conversation with a citizen, remarked:

"Who are all these remarkably distinguished appearing young men of haughty mien and lordly carriage, who walk your streets with the air of those who own the earth, and occasionally the fulness thereof?"

"Probably members of the Cycle Club," was the reply.

"I was particularly impressed with one," remarked the stranger, "whose air and gait led me to believe that he was worth at least $10,000,000, and had every dollar of it with him.'

"He must have been a director," explained the citizen.

"A director of the railroad here?"

"No—of the Cycle Club," was the response.

Nobody who is at all acquainted with the Medford Cycle Club, or with its individual members, will deny that the above-quoted stranger exaggerated most viciously. The Medford boys are not so aggressively proud as he would have them appear. But nobody that has followed the remarkable growth and success of this organization will deny that its members have some excuse for pride. The club has a reputation as a "crowd of hustlers," and it deserves it. It was organized a little more than a year ago, with ten members only—without money, without backing, without quarters. In the space of something more than a year, it has grown to be a solid and influential organization consisting of over fifty of the best young men in the town, has twice outgrown its quarters, is now luxuriously and conveniently lodged, and (strangest and most wonderful thing!) is not only wholly free from debt, but has a comfortable "wad" in its Treasurer's safe, and a fair-sized bank account as a nucleus for a building fund.

Its success has been due to a combination of good luck, good management and startling enterprise. Of this last, examples are numerous and amusing; but with all their originality, have been uniformly successful. The "sweater parties," with base ball "on the side," given by this club at various summer resorts in July and August last, will be well remembered by those who were lucky enough to attend. The past winter, however, the club made its biggest hit with its dancing class, and series of Friday night assemblies, which were closed with a final ball, last Friday evening. These filled a long felt want, and the club treasury at the same time. The dancing class had 250 pupils, and the twenty-one assemblies were crowded—often uncomfortably so. Its expenses being low, and its receipts heavy, there is little wonder that this club can view without uneasiness the falling of the various suburban clubs around it, to so many of which the past season has proved so fatal. Its dues are as low as the lowest, its quarters are as good as the best, its membership is remarkable in character, quality unanimity, it is making money in several ways, assessments unknown, it has large musical and entertainment talent, and the result is, it is booming. Why shouldn't it? TEE DEE.

ANOTHER EUROPEAN PARTY.

SOME time ago we briefly mentioned the fact that Prof. Paul Le Perrier of 54 West 24th street, was organizing a party to tour over Europe, to start from New York about June 4, and return about September 25. All cyclers above the age of fourteen are eligible for membership, and the Professor will be pleased to furnish particulars as to terms, etc., to all who desire same. This will be an excellent chance for young boys as well as adults to visit Europe during the vacation months, and no doubt many parents will avail themselves of the chance to send their sons abroad for a three months' jaunt.

Prof. Perrier is instructor in the French language at the following

New York schools: Mrs. S. Reed's, The Berkeley, Dr. W. McD. Halsey's, L. A. Kemp-Prossor's.

A special feature of this trip will be a journey on cycles around France and the lakes of Switzerland, combining pleasure, bodily exercise and instruction. The principal cities of France, as well as interesting manufacturing districts and the most beauiful scenery, such as the Pyrenees, etc., will be visited; the fine state of the roads in France, and the short distance between stations, preluding any idea of fatigue.

Each Sunday will be a complete day of rest, and a stay of one or two days, at least, will be made in large cities, winding up with a week in Paris, and a few days in London.

The advantages of a trip for boys under these conditions are obvious, as being constantly in the open air, the pleasures of the road, and the necessity of speaking the French language, cannot fail to be highly beneficial to them.

Prof. Le Perrier, being thoroughly acquainted with every place to be visited, is in a position to effect the very best arrangements possible for the comfort and pleasure of his companions, and nothing will be neglected to render the trip profitable, instructive and agreeable in every respect.

The Professor is desribed as being "a pleasant, kindly looking gentleman, whose beard and hair is plentifully streaked with silver."

NEW JERSEY STATE L. A. W. MATTERS.

President Rushmore appointed the following committee on the Division L. A. W. meet to be held in Plainfield on May 30 and 31.

Hotel and Reception—Dr. J. H. Cooley, Chairman; Thos. S. Burr, R. Pound, George S. Beebe, E. L. Walz, Jr., W. Lee Simmonds, D. C. Adams, Howard L. Emerson, Harold Serrell, D. H. Lenox, J. Frank Martin, Geo. W. Morrison.

Banquet—Townsend Rushmore, F. L. Kirchhoff, G. W. V. Moy, J. H. Hallock, Roger F. Murray.

Parade—F. L. C. Martin, Chairman; J E. Erickson, Stanton M. Smith, A. L. C. Marsh, Geo. C. Martin, Jr.

Runs—F. L. C. Martin, Chairman; J. E. Erickson, Stanton, M. Smith.

I am informed that the officers elected at this meeting will give a "spread" to the members on Saturday evening, March 15th.

The Board of Officers of this Division and the committee in charge of the meet to be held at Plainfield on May 30 and 31, held a joint meeting in the club house of the Elizabeth Wheelmen on Friday evening, March 7th, with Chief Consul Dr. G. Carleton Brown in the chair. Secretary-Treasurer, Geo. C. Pennell, read the minutes of the previous meeting of the Board, and Rob't V. Whitehead, chairman of the Meet Committee, the minutes of the previous meeting of his committee. Vice Consul Dr. H. A. Benedict, chairman of the Road Book Committee, made a verbal report, stating that the book was being pushed and could be expected about May 1st. The principal business transacted was in regard to the meet. Several alterations were made in the programme laid out at the meeting held on February 15; the programme as amended being as follows:

May 29—Division Officer's and Local Consul's meeting at 8 P. M., at Plainfield Bicycle Club.

May 30—General business meeting at 10 A. M,; lunch at hotel, 12 o'clock; runs to return at 3 30 P. M.; banquest at 4.30 P. M; theatre party at 8 P. M.

May 31—Day parade, 9 A. M.; photograph taken at 11; lunch at 11.30; races at 2 P. M.

MASS MEETING AT UTICA, N. Y.

All friends of roads improvement should not allow the date of the mass meeting at Utica, N. Y., to slip their memory. As announced in our last issue the meeting was postponed to next Tuesday, March 18th, at which time it is expected to hold a meeting of representative men. The granger element will be represented in full force, and professional men and business men in all the walks of life will be present to show their interest in the work. Eloquent speakers will be present, and a big boom in the roads improvement question is confidently expected. Every man who has at heart the interest of the movement should show it by being present if it is a possible thing.

HARTFORD TOURNAMENT.

Editor Bicycling World: At the regular meeting of the Hartford Wheel Club, held this evening, it was unanimously voted to hold the annual cycling tournament at Charter Oak Park, September 1st and 2d. Yours truly, E. C. Willson, Secretary.

Hartford, Conn., March 11, 1890.

THE ELWELL EUROPEAN CYCLE TOUR.

Uudoubtedly the greatest enjoyment and benefit to be derived by a wheelman from his chosen sport is to wheel abroad "strange countries for to see," and to the American the continent of Europe is the touring ground par excellence. Here are found the roads that he has read about, dreamed about, and is now making a strong effort to bring about in these United States. They are broad, smooth as to surface, and graded like the roadbed of a railway. Here strange sights arrest the eye, odd sounds salute the ear, and, in fact, it seems as though a picture-book of foreign scenes had suddenly come to life and become a living reality of which he is part and parcel. Unlike America, there are no long stretches of unoccnpied country between the principal cities, but instead is a constant panorama of wheat fields and vineyards, picturesque villages, imposing castles and magnificent cities. Much is here crowded into a small space, and the wheelman in a few days can skim over the fruitful hills of France, climb and coast up and down the peerless Alps, and along the blue lakes of Switzerland; then on to Germany adown the storied Rhine—or wherever fancy dictates. This is all very delightful, and causes Europe to be the Mecca of all good wheelmen.

Of necessity there are some stumbling blocks in the pathway of the visitor from across the sea—the language is not his own, and manners and customs are very different from what he is familiar with; it is difficult to impress his wants upon the native, and he is liable to lose his way.

These reflections are brought up by reading the descriptive circular of the European Bicycle Tour to be conducted the coming summer by Messrs. Elwell and Higgins, managers of the '89 European tour. By their carefully made arrangements, all small annoyances are swept away, and the tourist can enjoy to the full that which he has come so far to see.

The route selected by them crosses France from the English Channel to the Jura Mountains, zig-zags through Switzerland the beautiful, runs up and down through the famous Black Forest of Germany, follows the Rhine to Cologne, and so on to London, where may be heard "English as she is spoke," and where the party disbands, leaving its members free to go directly home by one of the many lines that start from Liverpool, or to still farther prolong their summer outing.

Among the cities embraced in the tour are: Rouen, Paris, Dijon, Geneva, Interlaken, Lucerne, Zurich, Freiberg, Strassburg, Baden-Baden, Heidleberg, Frankfort-on-the-Main, Weisbaden, Mayence, Coblenz, Cologne, Antwerp and London.

Believing that the cycle tourist, even more than the ordinary traveller, demands good food and lodging, the managers have made arrangements to lodge the party at first-class hotels in all the principal places, among which are the Continental in Paris, the Metropole in Geneva, Jungfrau at Interlaken, Belle Vue in Zurich, Schrueizerhof at Falls of the Rhine, etc., etc.

The party leaves New York June 7th, and disbands in London August 19th. The trip across the Atlantic is made in the magnificent steamer "La Bretagne," of the French line, than which no finer sails the seas.

Naturally the cost of the tour (between $300 and $400) is much less than if one travelled on the rail, is certainly far and away more enjoyable, and will send one home improved in both mind and body. To the young such a tour is better than a year in college as an educator; to the business man it promises a needed relaxation conducive to sound sleep and a good digestion.

Mr. Elwell has conducted more extended tours during the past seven years than any other wheelman in this or any other country, including Canada, the Maritime Provinces, Bermuda and Europe, and they have invariably been successful. The *Penny Illustrated Paper* of London last week contained a picture of Mr. Elwell, styling him the bicycling Cook. Mr. Higgins was identified with last year's European tour, and managed the hotel business with rare tact and ability.

The party will be limited in number, and has now about half its full complement. Among those whose names are on the list are: T. C. Brinsmade, Cleveland, O.; J. T. Robinson, Hyde Park, Mass.; Park Densmore, F. W. Bailey and G. I. Black, Erie, Pa.; H. O. Barth, Cincinnati, O.; Bert L. Lucas, Monmouth, Oregon; J. H. Drain, Lincoln, Neb.; J. C. Stevens and Henry Hart, of Portland, Me., and others.

One of the members of last year's tour writes as follows concerning their ride through Switzerland:

Each day was full of joy, each night of solid sleep, as thence for two weeks and more we climbed and coasted and glided beside the Alpine lakes, now and then making an upward march to reach a summit from which again we rolled down into further regions of delight. Luzerne, the Rigi, Thun, with its marvelous lake, Zug, Zurich, the Rhine Falls, Interlaken, Lauterbrunnen, Murren, each

providing a text for a volume of description by competent hands, rolled by, or rather, we rolled by them. Oh, wonderful was our experience!

The road time made on our bikes was something to be envied in this land of ours. One day in a gradually descending road, four of us, without going for a record, made eight miles in thirty-four minutes, and the section of the party behind us did it in twenty-seven.

When you go to Switzerland take your machines. The roads are superb for the most part. For each climb you will get a recompensating coast, and along the glistening lakes there are many, many miles of smooth, hard and level roads, the perfection of a cycler's desire.

To all who can spare the time and money necessary for a European trip a-wheel, this tour offers many inducements, and should be taken advantage of. All communications in regard to the tour will be cheerfully answered by Mr. F. A. Elwell, 152 Pearl street, Portland, Me., who will also send descriptive pamphlet.

INFORMATION ON ROUTE WANTED.

WILL some reader of the BICYCLING WORLD kindly furnish this paper for publication the route taken by the National road from Wheeling, W. Va., east; also any information they may have as to its usual condition.

Would also like information as to best road from Baltimore to Philadelphia and the principal points on it and condition of road in wheeling season. L. A. W. 17396.

CORRESPONDENCE.

[The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]

AN OPEN LETTER TO THE RULES AND REGULATIONS COMMITTEE.

Chairman Rules and Regulations Committee, L. A. W.:

Dear Sir—All the time left for new business at the recent meeting of the National Assembly having been taken up with extraneous personal discussion, I am constrained to submit to the attention of your committee in this manner several important questions which I should otherwise have brought forward for consideration of the Assembly, by means of a resolution instructing your committee to report constitutional amendments covering the points raised, at the next constitutional convention when called. It is to be regretted that there was no opportunity to pursue this course, as an informal discussion of at least one of these questions had been generally expected throughout the League, and the necessity for action as to the others was made particularly apparent at the meeting itself.

With this introduction, I beg to submit to your committee the propriety of acting upon constitutional amendments, providing: First, for a popular election of the President and Vice Presidents, the vote for these officers being taken upon the same ballots as are used by the members in their several Divisions in voting for local officials.

Second, for an extension of the term of President, with the object of securing the benefit of experience. To obviate the objection that this might sometimes leave power irrevocably placed where the League might afterwards find that a mistake had been made in its selection, I would suggest that the Vice Presidents, forming a majority of the Executive Committee, but whose offices do not require experience so essentially, might be elected annually, as at present, and the President given a term of three years. And further, that if this idea should be favorably received in connection with that of a popular election, that the term of office should begin in the autumn, to leave merely a reasonable time to elapse between the election and the instalment of new officers.

Third, for a clear statement as to where lies the power of removal from committees, a provision which cannot consistently be put into the by-laws, since it is the constitution by which the committees are established.

Fourth, for more distinct legislation as to the power of filling vacancies in the National Assembly, and of appointing to seats in the Assembly from Divisions whose representation may be increased between the time of holding one general election and the next one. The practice of appointment by either the Chief Consuls or the President is of very doubtful legality, even when fortified by a by-law conferring such power; for the constitution, which is supreme, states distinctly who shall compose the Assembly, thereby by implication limiting it to those persons—chosen in a specified manner—and excluding all others.

Very truly yours,

March 8, 1890. E. J. SHRIVER.

THE BRICK PAVEMENTS AT WHEELING, W. VA.

Editor Bicycling World: In an issue of your paper of some six weeks ago, appeared an article upon the subject of brick pavements, which recited experience so entirely at variance with results obtained from their application and use in this city (Wheeling, W. Va.,) that I feel I should say something upon the subject. The first use of brick for street paving purposes of which I have any knowledge was made at Charleston, W. Va., about sixteen years ago. The bricks used were hard-burned red brick laid upon a board foundation previously boiled in tar; sand was spread upon the pavement when completed, and tar (hot) poured over all. In 1881 the first street brick pavement was laid in Wheeling. It was laid exactly like that already described, the bricks used being made of fire clay. Two squares on Chapline street, extending from Twenty-first to Twenty-second street, were put down as an experiment. After what was deemed a sufficient length of time for testing its utility had elapsed, the Board of Public Works concluded to pave some other portions of the streets of the city as a further test. They were given to understand that they would be required to pay a royalty to the authors of the invention should they use that method. The Board decided to omit the wooden foundation. It was found to be non-essential. After severe tests of continuous heavy hauling it was decided to pave the principal streets of the city with fire-bricks. The work was prosecuted from year to year until we now have an aggregate of more than ten miles of brick streets. It has given entire satisfaction, and that which was laid first is yet firm and solid. As before stated the material used is fire-bricks. The mode of procedure is to grade the street proposed to be paved, then roll it and, if the soil should be of clay, six to eight inches of gravel are next applied; then a thin coating of sand, and last the bricks are laid on edge, when they are rolled. Sand is then spread over them and swept into the crevices, when tar, previously boiled to the proper consistency, is poured on and allowed to run into the cracks between the bricks, after which the street is ready for use. The cost varies from $1.00 to $1.41 per square yard, according to the amount of grading required. It is proper to state that a gravel foundation allows the cheapest construction. During a recent visit to Charleston the writer observed that the pavement put down sixteen years ago appeared to be as smooth and solid as that laid within the year.

Many cities and towns in this part of the country are adopting the same system as that in use at Wheeling. In conclusion, I have never heard of an instance where a brick street has been taken up and some other kind substituted for it.

GEORGE I. GARRISON, M. D.,
Health Officer of Wheeling, W. Va.

WHY THIS THUSNESS?

Editor Bicycling World: In your last issue you gave an account of the Century Wheelmen's five-mile team race, crediting the Philadelphia *Ledger*. I do not know why you substituted that report for the one which I sent you, but it made no difference, as that was mine also, having been written by me for the Philadelphia *Times*, Sunday edition, and *copied by the Ledger of Monday* without any credit having been given—a little habit they have of doing. Usually I pay no attention to plagiarisms of this sort, but when I see my own articles credited to another source it is too much for human cycling nature. "ARIEL."

Philadelphia, March 3, 1890.

[Our correspondent, "Ariel," is indignant, but let us see on what grounds. The facts are that we received among our clippings one credited to the *Ledger*, one of the most reputable papers extant. This was put in type *before* "Ariel's" contribution came to hand, and as the same article sent in by "Ariel" was included, but credited to another paper, we simply cut the matter out, believing very reasonably that a paper like the *Ledger* would have given credit when credit was due, or withheld it if the article were original.—ED.]

AN EXPLANATION.

Editor Bicycling World: I would like to say a few words in explanation of the correspondence on page 392 of your issue of February 28.

When I made the denial I believed that no such letter had ever been sent to Ohio, but on my return I learned from the Secretary-Treasurer that I was mistaken, and that the letter had been received and referred to the Chairman of the Committee of Rights and Privileges.

The only way that I can account for my forgetfulness is that at the time the letter was received I was so busily engaged in appointing an efficient corps of Local Consuls whom I expected to aid me in circulating road literature among the people, as the recent defeat of the Tyron Bill had convinced me that to attempt legislation in

this State, till there was a public sentiment in favor of it, would be the height of folly.

This was the only communication that I received concerning the proposed legislation, and was wholly in the dark as to what was to be done till I received a visit from Mr. Cossum.

Further, a letter from the Secretary-Treasurer to Mr. Luscomb, asking for a supply of pamphlets, received no response, and it was only when we appealed to James R. Dunn that we succeeded in getting any. Very respectfully, M. A. HIGH,

Chief Consul Ohio Division L. A. W.

Cincinnati, March 7, 1890.

TOUR TO THE LEAGUE MEET.

Editor Bicycling World: There will be a Detroit to Niagara Falls tour, to the L. A. W. meet, starting from Detroit August 20th. The route will be through Canada, via Blenheim, St. Thomas, London, Woodstock and Guelph to Toronto, thence by boat to Niagara, arriving in time for the meet August 25th, 26th and 27th. An invitation is extended to all wheelmen. For particulars and maps address C. H. Smith, 211 Putnam avenue, Detroit.

Yours truly, C. H. SMITH.

ROAD SCORCHERS, ATTENTION!

Editor Bicycling World: There will be a road race from Cincinnati to Hamilton, O., on the 4th of July. It will be a handicap race, open to all amateurs, and the prizes will consist of four safety bicycles, valued at $475; Warwick, Union, Jewell and Grant safeties. This will be the most exciting road race ever held in the State, and a large number of entries are expected. The prizes are all furnished by the undersigned. For further particulars, write or call on J. E. POORMAN, Agt.

S. E corner Eighth and Race streets. Cincinnati, O.

TRACK BUILDING.

Editor Bicycling World: As you are undoubtedly aware, there is a strong movement under way to build a bicycle track and athletic grounds here. As Chairman of the committee on kind and cost of same, I respectfully ask the benefit of your knowledge on same. Please advise me the cost of different kinds of half-mile tracks, also your opinion as to the best for time, etc. By so doing you will favor the bicycling in Buffalo. Trusting to receive an early reply,

I am, Yours, etc., W. G. SCHACK.

Buffalo, N. Y.

[In our issues of March 22 and 29 of last year we printed some excellent general rules on the art of track laying, and we would refer our correspondent to those articles for valuable points as to methods.

As to cost of track laying, it is impossible for us to make any estimate, for the reason that the nature of the ground on which the proposed track is to be built must be taken into consideration, and the availability of the proper material also is an important factor. We would advise our correspondent to secure the services of the *most expert and scientific* road engineer and builder that Buffalo can produce, and have him make an estimate. With the information contained in the articles we allude to above and the estimate from an expert, our Buffalo friends will be able to arrive at the conclusion as to whether a track such as they want is practical or possible for them.—ED.]

LADY MEMBERSHIP IN THE LEAGUE.

Editor Bicycling World: The article contributed by the gentleman from Baltimore, to your column in January 31st issue, is most apropos, and ought to be printed in tract form and spread broadcast over the land. It is well said, and although we cannot improve upon it yet we can recommend its perusal to every lady rider, for as a rule the ladies have not as yet looked upon L. A. W. membership as of much importance, but we hope and believe the day is coming when the majority if not all lady riders will be owners of a membership card.

This subject is at present of especial interest to the ladies of Rhode Island, who have for some time been trying to bring about a kind of sisterhood among the owners of the nickel-ribbed ponies, and for that purpose they have formed a club to be known as the "Providence Ladies' Cycle Club." There were nine names presented at the first meeting, every one of which either was or signed their application to become League members. Since that time the Secretary has received a list of names that will more than double that number, and the prospects are flattering for a very happy summer, if the weather will permit.

The object of organizing is that the lady riders may have an opportunity of becoming better acquainted, and that others who are now hesitating may be induced to learn and enjoy this excellent and healthful pastime. Our bond of union shall be our League membership, and we hope before the riding season has fairly commenced that Providence will have many more lady riders than she has ever had.

I believe there are many such organizations scattered over the country, and I hope some of the enthusiastic ones will accept your invitation to write and tell us of their doings and successes elsewhere, so that your column may in truth be a "Reception Room," where the lady L. A. W. members may feel at home.

SCRIBBLING CYCLIST.

THAT NEW UNIFORM OF THE CHESAPEAKES.

Editor Bicycling World: I beg this opportunity to answer through the same medium in which the article appeared, the remarks of "Argus, Jr." regarding the new uniform of the Chesapeake Wheelmen, appearing in the issue of February 28th.

In justice to the club, who have adopted the new uniform in all its "massiveness" of a "yellowish fawn color," I have this to say as an adverse opinion to the one above mentioned, that I consider it a very quiet, neat and unpretentious bicycle uniform, which opinion was held by 19 out of 24 voting members at the last meeting of the club.

The story of the eleven *stubborn* jurymen who "held out" *against* the twelfth, will come near fitting the case of "Argus," whose ink had probably soured when writing his description, in which case I would advise as a counteracting influence, he transpose the letters of his nom-de-plume. L. A. W. 25815.

ENGLAND AND THE CONTINENT AWHEEL.

(*BY GEO. D. MITCHELL.*)

(*Continued.*)

We reached Rotterdam that night without difficulty, and after spending part of the next day looking about the quaint town, whose houses lean in all directions "in an architectural frolic," as some one has said, took the boat for Dodrecht, in order to see how the country looked from the water. After a ride of twelve miles we took the road at Dordrecht, and bent our course toward the Rhine district before the northwest wind which prevails in that section. The road, which was the very finest we have encountered on our whole route, lead directly along the top of the dyke, an embankment of earth ten feet high on the average, with the River Waal, one of the outlets in which the noble Rhine loses itself, on the right, and spreading pastures on the left. It was practically one village for the first ten miles, as houses lined both sides of the road for most of that distance. They are built on the side of the dyke, fronting on the road, the roofs in many cases being on a level therewith, and to the rear are gardens, small orchards and fields. As we rode along, the dyke was fairly alive with children, of which product there is a plenteous crop in Holland, and if the census enumerator ever gets around that way I shall expect to notice a decided increase in the population of the country. They persisted in throwing small sticks and stones into our wheels, and running suddenly in front of us, until finally 'Gene unavoidably ran into one young girl, knocking her down and then fell on her; waiting only, however, to see that she was not impaired, for her mother was making straight for him, he hurried away, leaving the field to the enemy; but unfortunately in his hasty retreat he ran over a pet hen right before the eyes of her owner, who began to yell "stop thief" after him in Dutch, in such a menacing voice, that 'Gene struck up an unprecedented pace, and for the next mile I verily believe broke the record. To complete the chapter of accidents he finally ran off the dyke and narrowly escaped falling down a high embankment.

We asked a jovial old Dutchman how far it was to Tiel, where we proposed to spend the night, and he told us "three hours." That is the only way they have of reckoning distances, and the ordinary people have no idea of a kilometer or a mile. We found that in Holland the hour meant about four miles, but in Germany only about three. On reaching Tiel, a beautiful town on the bank of the Waal, we found we had made the forty-five miles from Dordrecht in less than four hours, and that very easily. The next morning we ferried across the river, and after two hours' riding reached Nymegen, a clean, pretty town about seven miles from the German border. On reaching the line the officials were about to confiscate some cakes and other good things that we had provided for a lunch on the way, but we foiled them and disappointed their appetites by eating the contraband articles on the spot, and then crossing over into German territory. The road was perfect, not a hill being encountered. Around Cleve especially, a very popular watering

place, it became very beautiful, and for five miles ran through an avenue of trees without a turn or a grade. In fact, for the whole two hundred miles from the sea to Cologne onr route was, as you might say, absoluely level.

Early in the evening, at Calcar, we happened to fall into the company of a very companionable German cyclist, who was on his way from Amsterdam to his home in the village of Huls, near Dusseldorf, and who urged us to join him in his ride. So we lit our lanterns accordingly, without knowing exactly where we were going to get anything to eat, although we had taken a light breakfast and a lighter lunch, in anticipation of a substantial dinner further on. We rode all the evening steadily, and by dint of much perseverance at last reached our destination at one o'clock, having thirty-five miles since dark and eighty since noon that day, our best run so far, for, what with bad weather, sight seeing, wayside lunches, resting and taking it easily generally, we only aim to accomplish an average of forty miles or so a day. The next day was Sunday, and our German friend of the night before came to our inn to call upon us, bringing a numerous following of friends who were anxious to inspect four curiosities all the way from America, and we had a levee which lasted most of the day. The next morning we rode on to Cologne, and just as we saw the two towers of the famous cathedral in the distance, got caught in a heavy thunder storm, though under the protection of our mackintosh coats we laughed defiantly. Just then a young Dutchman came along on a wheel, thoroughly drenched, although he had taken off most of his clothing to keep it dry. He had come all the way from Amsterdam, 160 miles, within the preceding eighteen hours, and was going on to Bonn, nearly twenty miles further, that day. We trundled our wheels through the streets of Cologne, first because the rough pavement was too slippery, and next because riding is prohibited in the city. Indeed, from the very first we found ourselves at sixes and at sevens with the surly and officious German police, and to illustrate the meddlesome spirit that we had to encounter, a policeman ordered us to put on our coats before entering Wiesbaden, which, of course, we refused to do. In short, little is done in Germany to encourage cycling, compared to Holland, for instance. When we took the steamer up the Rhine, we first paid over two cents a mile for our tickets, then found we had to pay fifty cents extra for our machines, and finally, after we had taken them aboard and stored them ourselves, we were forced to give an additional thirty pfeunings to have them ticketed—a necessary operation—and even then the baggage man wanted a tip for himself, so that I at last asked the fat and important looking purser, who stood near, whether we were at liberty to tip him, much to the amusement of the rest of the passengers, who were mainly English and American.

Everyone told us that the way to see the Rhine to the best advantage was from the boat, so we concluded to take our bicycles aboard with us and go from Cologne to Mainz in the conventional way. One taste of this kind of sight-seeing, however, was enough for us, after experiencing the advantages of touring awheel, for we were whisked past interesting points so quickly, with no opportunity to stop off and get better acquainted, that our impression of the castled Rhine was comparatively unsatisfactory, and we resolved not to desert our bikes again unless under stress of circumstances. We soon left the city behind us, and as the graceful twin spires of the cathedral retreated from view, we bent our gaze upon the Seven Mountains away ahead, blue in the distance, where an introduction to the scenic Rhine awaited us.

The Rhine, aside from its surroundings, is a noble stream, and few of the poets who have come within its inspiring influence have spared us their reflections. Longfellow compares it to Bacchus, vine-crowned and stumbling drunken down his path. The sloping banks, green with the carefully cultivated vine, the treasure of the Rhine district, gradually get steeper and steeper as we proceed, until at last they are precipitous in places, and the wine growers, eager to snatch every possible place where a vine can find earth enough to grow, are forced to build walls of substantial masonry at intervals of every few feet, to prevent the little soil from coming down the hillside, and indeed there are many places where it would seem that the industrious farmer would be in continual danger of falling out of his farm altogether, and into the river. Ruined castles, crowning rocky eminences, meet the eye at every turn, each with its particular legend or tradition, and we saw several new ruins in course of construction, which will be duly announced in next season's guide books, for all the old ones, with their accompanying legends, were becoming so familiar that travel on the Rhine began to fall off, and something had to be done to renew the attraction.

The German abounds in legends of the most touching beauty, but in honesty I must confess that when one sees the actual places with which they are connected, much of the charm is effaced through a too close association with the reality. So, when we passed the towering Lorelei rock, my admiration for the very interesting abstract motive of the tradition was swallowed up in the matter-of-fact reflection that Miss Lorelei was very imprudent, not to say immodest, to come out on the cliff on dark, stormy nights, without even a bathing suit on, and sing to the innocent boatmen the famous ballad that Heine wrote expressly for her, to allure them on the rocks. Finally we passed Bingen, "Bingen on the Rhine," and the famous Johannisberg came in view, a mound-like eminence on the slopes of which, easily reached by the rays of the south sun, are grown the forty acres or so of precious vines that produce the treasured *Schloss Johannisberger*, the very finest of the Rhine wines, little of which, it is safe to say, will ever fall in the way of us common people, though you are allowed to smell of it for a mark. Here begins the famous *Rhinegau*, the finest wine district on the Rhine, and while the very choicest propucts of these vineyards are also expensive, a very good second grade may be had for about thirty-five cents a bottle. However, as we passed one of the great pumps that become more common as we follow up the river, it occurred to me that that was probably a more prolific vine than any that bore grapes, for one cannot help wondering where all the wine comes from, when the quantity consumed is about double that produced from the grape.

(*To be continued.*)

TRADE NOTES.

SINGER & Co., England, notify the trade that owing to the continued rise in the value of materials, they have found it necessary to advance the prices of their cycles five per cent. This does not, for the present at least, affect the prices of their wheels in America, their ware-houses here being already supplied with a large stock of 1890 goods. We have received catalogue, and also circular-letter from the Boston house, from which we note slight changes in quotations on some of their leading wheels, which will be of interest to the cycling world: "Singer" Safety, with Singer Spring Fork if desired, $135. "Royal Singer" Safety, with Singer Spring Fork if desired, $140.

JUST as we go to press we received a copy of the 1890 catalogue of the Overman Wheel Co. It is a fine specimen of the printer's art. The cover is decidedly high art. It is dark olive green, embossed with the name of the cycles and company, and an exquisite scroll pattern. The raised embossed work is finished in gold, and the effect is very handsome. By all means send to them for a copy.

MESSRS. RANKIN & BRUCE, of toe clip fame, were in town last Wednesday and they report a most excellent business. They have a fine article and it is appreciated we should judge by the manner they are booking orders. *En passant*, they spoke highly in praise of the WORLD as an advertising medium, and made comparisons as to results that would make certain worthy contemporaries turn green with dismay.

THE Coventry Machinists' Company have secured the services of Mr. Clifton S. Mirrill as salesman and travelling representative. Mr. Mirrill is a member of the Roxbury, Waltham and Medford Cycle Clubs, and is by no means unknown on the racing path, having won several races in this locality. Mr. Mirrill will take the road for the Coventry Machinists' Co. immediately. We are pleased to learn from this firm that the sales of their $100 Swift Safety and their new '90 spring frame machine show that these two specialties will have a big demand during the coming season.

MESSRS. HOLLAND & HAVENER are placing on the market several combinations which offer some fine articles in outfits at decided bargains. See advertisement.

This week our advertising columns contain a novelty in the way of a cut of a Bicycle boat. The boats are made by the Ross Mfg. Co., of Holyoke, and in their circular they have this to say: "The advantage of a Bicycle Boat over row boats is very great. Very narrow boats can be used, and by using two boats together [Catamaran style.—Ed.] they are impossible to tip or sink. Also the use of leg power is an advantage over the hands, as being over the work more power can be obtained, ease of propulsion and no blistered hands. Eight miles an hour easily made. These boats can be used either by ladies or gentlemen and any number of riders. No better or safer exercise can be found than on one of these boats. The boats are made of paper fiber, all in one piece, and cannot leak; being one-fourth inch in thickness, are stronger and as light as cedar and are not hurt by being left in the water."

W. W. STALL announces that he is at the old stand and ready to do business with all who want anything in the cycle line. Stall has a full line of machines; among the latest additions to his general stock he has added the Psychos, the Coventry Rivals, the Rovers. Stall is a hustler and he wants agents all over New England who will also push his trade. Men who want a good line of high, middle or low priced wheels, for all sizes, ages and sexes, will do well to communicate with Mr. Stall at 509 Tremont street. Then this enterprising gentleman has a splendid repair shop and a corps of efficient cycle mechanics competent to do any kind of work, from building a cycle complete to tightening a spoke. Does your wheel need repairing? If so, remember W. W. S.

WE inadvertently stated last week that over 2500 of the Premier Safeties were sold during six months of 1889. It should have read "over 2500 of the Popular Premier Safeties." When the reader considers that this was only one out of ten different patterns of Premier Safeties sold, he will obtain an idea of the enormous output of these famous wheels.

THE Capital Cycle Co. has been compelled to remove its Wholesale, Retail, Renting and Repair Departments to more commodious quarters, and is now located in a handsome five story building opposite the War, State and Navy Department in the northwest part of the city.

THE 1890 catalogue of the Eagle Bicycle Mfg. Co. is at hand, and a very neat production it is. By the way we have to thank the Eagle Mfg. Co. for a splendid photograph of Van Wagoner on his Eagle. It is a fine picture and a most excellent likeness. A reproduction of same can be seen on page 439 occupied by the Eagle Co., and originals can be secured by applying to them. (See advt.).

LOVELL DIAMOND SAFETY.

(John P. Lovell Arms Co.)



THE above cut represents the new Lovell Diamond Safety, a fine machine at a moderate price. The tubing in this machine is from the Credenda Works of England. In detail the machine is as follows:

Frame.—The Lovell Arms Co. have taken the experience of old riders, and find that the call is for a diamond frame, hence the now popular style of construction will be used in the Lovell. "The entire frame is manufactured of cold drawn weldless steel tubing and steel drop forged parts."

Wheels.—The wheels are 30-inch with 7-8 crescent shaped rims. Each wheel has 40 direct spokes of No. 11 steel wire. The hubs are steel drop forged. The tires are of the finest quality of Para gum rubber.

Chain.—Their chain is an English pattern, very narrow, and constructed in such a manner that its bearing surface is so small that it reduces the friction to a minimum. Each chain is run on a testing machine at their factory at a great tension, before placing them on the machines. These chains, they claim, are practically non-stretching, and need very little adjusting. The trouble and inconvenience of oiling the chain when it is new has been apparent to all on more than one occasion. To obviate this difficulty they boil every chain in a preparation of oil, which thoroughly lubricates each joint, and thus makes a perfect and easy working chain.

Chain Adjustment.—Their device for adjusting the chain, they claim is original and exceedingly simple. The bracket, that is steel drop forged, which contains the crank shaft and ball bearings swings on a separate steel axle that has a long parallel bearing between the heavy forked shaped section in the frame. This forked shaped forging is brazed solidly to the frame, and is a permanent fixture. The motion of the bracket being fore and aft in the solid section of the frame, does not admit of any lateral motion. This bracket is adjusted by a nickeled rod with nut and set nut. The main feature of this adjustment is that the bracket is held stationary. This adjustment is very simple, neat and strong.

Ball Bearings.—Every running part of their machine is fitted with ball bearings. The front wheel runs on 18 hardened steel balls 5-16 of an inch in diameter. The crank shaft bearings contain 24 steel balls of the same size. Each pedal bearing is supplied with 22, 3-16 hardened steel balls. Owing to the great strain on the rear wheel on account of three-fourths of the weight of the rider being placed on this wheel, they have made a separate set of bearing cases of special design which are bolted in the section of the frame in such a manner that no matter what weight or strain is brought upon the wheel, it does not cramp the bearings or interfere with their ease of running. This feature will be especially noticeable in hill climbing and on bad roads. These cases contain 24, 5-16 hardened steel balls, and the cases are all polished and nickeled.

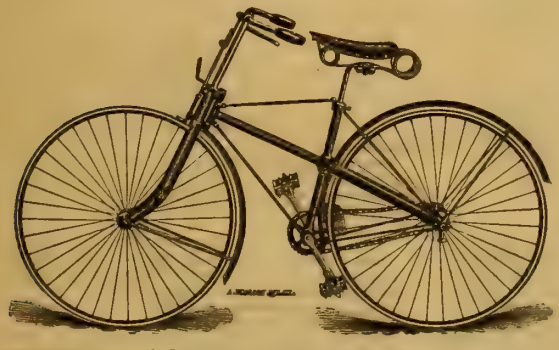
The Saddle.—The saddle, is of the suspension pattern, with a combination front and rear spring contributing to ease and quiet. It has an arc adjustment allowing the saddle to be placed at any angle at the will of the rider.

Finish.—Great attention has been paid to this branch of the work. Their enamelling department is in charge of a competent expert, and all enamelled parts are inspected by him before leaving the factory. Each enamelled portion of the wheel receives three coats of enamel that is baked on. The frame, wheels, mud and chain guards are enamelled. The handle bars, brake and brake lever, also the nuts, bolt ends, and the stay rods which support the mud and chain guards are handsomely nickel plated. The machines are finished throughout in a first-class manner.

Price is $85, and the company invite criticism, and state that they are satisfied to leave the decision as to quality and worth of their machines to the judgment of the riders.

The New York Bicycle Co., Nos. 4 and 6 East 60th street, New York, are looking forward to another busy and prosperous season for 1890. In addition to their being uptown agents for Messrs. A. G. Spalding & Bros., and so handling Victor Safeties and ordinaries, and their new safety for boys, the "Nonpareil," they will handle the Stars for New York City and vicinity, carrying a full line of parts for these wheels, and making a specialty of Star repairing, something which no other house in the New York trade, that we know of, does. The principle of the New York Bicycle Co. seems to be to handle *all* good machines, without being "special" or "particular" agents for any one manufacturer. Hence they will, as heretofore, take slightly used mounts in part payment for any of the new ones they carry, and will allow liberal prices in such trades for Victors, Stars, Eagles, New Mails, Rapids, Psychos, Singers, Warwicks, etc. Estimates furnished upon application. Three or four styles of safeties for boys, several for girls, a complete line of medium-priced, new wheels for ladies and gentlemen will also constantly be carried in stock. Cycling accessories of every description can always be had at the company's stores. Special "drives" are made in illuminating and lubricating oils and enamel, which articles they have thoroughly tested for several seasons, and can recommend highly. The Company talk of still further enlarging their quarters by adding another store, 25x60, and a hall and salesroom. This will give them considerable more room, which they absolutely require on account of the very gratifying increase of their business. A feature of this establishment and one that should be of much interest to wheelmen in general, is the repair shop. This is situated in a building adjoining their present salesroom, and is presided over by a man whose name is everywhere a guarantee of first-class work. Satisfaction is guaranteed in every instance. New machinery has already been added, and more is to come. In the department of second-hand wheels, the Company have a very attractive assortment. Most of these, we understand, have been taken in part payment for perfectly new mounts, and as the Company is very particular not to take anything that is not thoroughly reliable, an excellent machine for comparatively little money can always be obtained by those who cannot or will not pay for a new, high-priced article. A list of these wheels is issued about every two or three weeks, and can be had for the asking. On exhibition at the Company's rooms is a peculiarly constructed bicycle, propelled by hands, and by a system of small wheels is geared to 100 inches. The steering is all done by a combination of foot pressure and connecting rods. This exhibit, and the many additional things of interest to wheelmen, are well worth visiting. The New York Bicycle Co. are a comparatively young concern. It was only about three years since they started in their down town 4x9 office, with the enormous assortment of three bicycles and a velocipede! The Company's present thriving business, which is continually on the increase, speaks eloquently for the enterprise and honorable policy of the Messrs. Irving.

A FIFTY-SIX page catalogue is sent out by Messrs. Horton, Gilmore, McWilliams & Co., of Chicago, and contained in that catalogue are the cuts and descriptions of twenty-two different kinds of wheels, from their $120 ball bearing "Horton Special Safty" down to the child's velocipede, which sells at $4.50. Every kind of a wheel is here shown, and every kind of a pocket book, age or sex is provided for. We expect in the course of a week or so to give cuts and specifications of some of the leading wheels made by this company. We notice in the catalogue a "Rational Roadster," with plenty of rake and a 24-inch rear wheel. This wheel is ball bearing all round, and lists at $92.50 for a 50-inch wheel. The catalogue includes a complete list of parts and sundries.



THE HARTFORD.

Ball Bearing All Around Perfectly Interchangeable and Warranted.

PRICE $100.

DON'T BE SATISFIED

with the mere statement that a machine is **BALL BEARING,** for there are different kinds of **BALL BEARINGS.** Just examine them, and if you find that the balls revolve on a **CASTING** merely filed, or even polished to a finish, they are **CHEAP** and unreliable.

HARTFORD bearings are fitted with a hardened steel case, are not cheap, but are expensive and durable.

WE COURT INSPECTION.

THE HARTFORD CYCLE CO., Hartford, Conn.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON,
WE DO THE REST."
(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM,

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.

NEW AND SECOND-HAND

Bicycles and Tricycles.

Get our prices on second-hand wheels before purchasing.

REPAIRING

of all descriptions at reasonable prices.

SIDWELL & SABEN

182 Columbus Avenue,

BOSTON, - - MASS.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

FIRST VICE PRESIDENT.
DR. W. H. EMERY,
109 Warwick street, Roxbury, Mass.

SECOND VICE PRESIDENT,
GEO. R. BIDWELL,
313 W. 58th street, New York City.

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

COMMITTEE APPOINTMENTS.

Mr. Abbot Bassett, Secretary-Editor L. A. W.:

Dear Sir—You are hereby authorized to publish in the Official Bulletin the accompanying list of appointments upon the various committees of the League of American Wheelmen, for the current fiscal year. Additional appointments will be announced at an early date. Yours truly, JAMES R. DUNN,
New York, March 11, 1890. President L. A. W.

Appointments.

Membership Committee.

Sanford Lawton.....Springfield Mass.
George C. Pennell.....Elizabeth, N. J.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St, Baltimore, Md.
Maj. Chas. L. Burdet.....Hartford, Conn.

Committee on Rights and Privileges.

Samuel A. Boyle, Esq.....Philadelphia, Pa.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.

Transportation Committee.

W. M. Brewster.....309 Olive St., St. Louis, Mo.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.

Hotel Committee.

George S. Atwater, 1230 Penn. Ave., Washington, D.C.
H. H. Hodgson. .13 Carondelet St., New Orleans, La.
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y.

FOLLOWING an old custom, we close the books of the League for 1889–90 with this issue of the paper, and open the books for 1890–91. Applicants for membership may now send $2, and they will be put upon the roll for the year ending April 30, 1891. No further lists will be published till April 4th. Those who are now enrolled will be carried on the list till July 1st, but before that date they should send $1 and renew membership for another year.

THE books for renewals are now open, and fees will be received from this date. We publish in this issue a renewal blank, which we hope will be universally used. A blank of this kind is more satisfactory than a notice of renewal written on a note or letter sheet. Club Secretaries will be supplied with renewal sheets for club lists on application. State the number of renewals to be sent when you apply for the blanks. Consuls, agents, etc., should procure renewal blanks from their Division officials.

Gerwing and Kennedy.

Messrs. Robt. Gerwing and H. G. Kennedy of Denver, Col., are hereby declared to have forfeited their amateur status, by competing with professionals in a race held at Omaha, Neb. Being a violation of clause b, section 4, article V. L. A. W. By-Laws This declaration carries with it expulsion from the League.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Racing Board Notice.

Amateurs are hereby notified that section 4, article V L. A. W. By-laws, (known as the "L. A. W. Amateur rule") will hereafter apply to *road racing*.

Amateurs found guilty of violating any clause of this rule, upon road or track, will be declared to have forfeited their amateur status. CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Racing Rule Amended.

Rule G. Any cycle or athletic club will be allowed, under special sanction of this Board, to pay the entrance fees and actual necessary travelling expenses of a member or members whom they may desire to represent them at a race meeting, but without this special sanction no competitor in amateur events shall accept from his own club, or from a club promoting sports at which he competes, any payment for his expenses under penalty of suspension from the track for a time at the discretion of the Board.

The L. A. W. Racing Board has voted to amend Rule G. to read as above. CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Illinois.

Hotels are appointed for Braceville, Commercial Hotel, rate $2.00, meals 35 cents.

Onarga, Hotel Roney, regular rate $2.00; L. A. W. rate $1.50, meals 40 cents.

St. Joseph, Swearingen House, regular rate $1.25.

W. A. DAVIS, C. C.

Missouri Division Touring Board.

The State has been divided into five districts and the following assignments has been made:

District No. 2. In charge of W. H. Cameron, St. Joseph: Buchanan, Clinton, Platte, Clay, Ray, Jackson, Lafayette, Cass, Johnson, Pettis, Bates, Henry, Benton, Morgan, Vernon, Cedar, St. Clair, Polk, Hickory, Dallas, Laclede, Camden, Miller and Pulaski Counties.

District No. 3. C. A. Graves, Joplin: Barton, Jasper, Newton, McDonald, Dade, Lawrence, Barry, Greene, Christian, Stone, Taney, Webster, Douglass, Ozark, Wright, Phelps, Texas, Howell, Dent, Shannon and Oregon Counties.

District No. 4. G. E. Tivey, 610 N. 3rd street, St Louis: Osage, Gasconade, Franklin, Jefferson, St. Louis, St. Charles, Warren Crawford, Washington, Francois, St. Geniveve, Perry, Iron, Reynold, Madison, Bollinger, Cape Girardeau, Wayne, Scott, Carter, Ripley, Butler, Stoddard, Dunklin, New Madrid, Mississippi and Maries Counties.

District No. 5. John F. Sansom, Kahoka: Scotland, Clark, Knox, Lewis, Shelby, Marion, Monroe, Ralls, Pike, Andrain, Lincoln, Callaway, Montgomery, Cole, Manteau and Boone counties.

District No. 1. In charge of Chairman, consists of Atchison, Holt, Andrew, Nodaway, DeKolb, Gentry, Worth, Harrison, Davies, Caldwell, Mercer, Grundy, Livingston, Carroll, Salina, Putnam, Sulivan, Linn, Chariton, Howard, Cooper, Schuyler, Adair, Macon and Randolph Counties.

Wheelmen are requested to send in their road reports to the person in charge of their counties as soon after the riding season opens as possible.

W. J. STAPLES, Chairman.

Maine Hotel.

I hereby appoint the DeWitt House, Lewiston, as an official hotel of the Maine Division. Regular rates $2 00 and $2.50 per day, to members $1.50 and $2.00 per day. DR. G. E. DOW,
C. C. Maine Division L. A. W.

Ohio.

Correction of Addenda.

Akron, Buchtel Hotel, L. A. W. rate $2.00 per day.
DR. WILLIAM D. KEMPTON,
Sec.-Treas. Ohio Div. L. A. W., Cincinnati, O.

Missouri Division.

To Consuls:

Your attention is respectfully called to the circular below which has been gotten up by Local Consul Jno. F. Sansom, and sent to every Road Overseer in his county together with a copy of the book on Highway Improvement:

KAHOKA, MO., Feb. 27th, 1890,

Dear Sir—In presenting you with this little book, "Improvement of Highways" allow me to assure you it is well worthy a careful perusal, as it contains many important suggestions on a subject of vital interest to all persons who travel pour ublic roads.

There is nothing that is more attractive or adds more to the comfort and convenience of a neighborhood than well made and well kept highways.

Very respectfully, JOHN F. SANSOM.

All consuls should do likewise, as by this method the books are placed right in the hands of the State offi.

cers who have charge of our highways. Notify me promptly of the total number of books needed for your county and same will promply be expressed. County clerks can furnish you with Road Overseers' names on application. Fraternally yours,

ROBT. HOLM, C. C.

March 7, 1890.

League Clubs in Missouri.

My attention has been called to the fact that at present there is not a single L. A. W. club on the Secretary's books from this State where formerly we had three or four. As a League club is an important factor in aiding to increase our membership, in increasing our Division Board of Officers and in bringing League members in closer relation with one another, thereby promoting the interest in L. A. W. affairs, I would respectfully urge the formation of such clubs in the more populous cities as St. Louis, Kansas City, St. Joseph, Sedalia, Joplin, Hannibal, Columbia and Maryville. A circular entitled "What is a League Club" will be mailed to all persons interested on application to the undersigned. Fraternally yours,

ROBT. HOLM, C. C.

St. Louis, March 7, 1890.

New York

To the officers and members:

The first public meeting of the New York State Roads Improvement Association will be held at Utica, N. Y., on Tuesday, March 18, 1890, instead of March 3d, it having been found that the date first selected would interfere with other meetings. This meeting will be devoted to the work of formal organization, the election of officers, and a general consideration of the subject of roads, their construction and repair, and the needed revision of the highway laws of the State.

A splendid array of speakers is assured, consisting of prominent civil engineers, business men and members of our State Government, but as this is essentially a *people's* movement, a general invitation is extended to all citizens who desire to attend the meeting and take part in the discussion.

I call upon every member of this Division to aid in making this meeting a grand success. By giving this matter your active and earnest support you can aid in awakening such interest in this meeting as will make its influence felt in the effort now being made to secure a law that will insure a common sense system of roads.

You can and you should arouse the interest and enlist the support of your local papers. You should endeavor to secure the attendance at this meeting of your Senator and Member of Assembly.

Send to Mr. I. B. Potter, Secretary, Potter Building, New York City, for membership blanks of the Road Improvement Association, and obtain thereon the signatures of as many new members as possible before the meeting.

In this connection I desire to urge upon you the necessity of making special efforts at this time to secure the name of every wheelman in your vicinity, for membership in the L. A. W. By a little earnest work many names can be added to our roll, with the result of causing the new members to feel a personal interest in the work, and thereby enlisting their active aid and support, and thus the power and influence of the Division will be greatly strengthened.

Yours fraternally, W. S. BULL,
Buffalo, N. Y., March 8th, 1890. Chief Consul.

New Hampshire.

The following Local Consuls are appointed:
Nashua, Frank H. Thompson.
Manchester, Moses Sheriff.
Concord, George Place.
Exeter, A. N. Dow.
No. Ware, Bert O. Sawyer.
Brenwood, Chas. Flanders.
Portsmouth, Geo. E. Philberick.

Yours truly,
FRANK A. MCMASTER, Chief Consul.

League Club.

The following club has qualified as a League club, and filed the proper certificate in the office of the Secretary. It is numbered as below:

251, Providence Ladies' Cycling Club, Providence, R. I.; Mrs. Josephine C. Barker, Secretary. The first ladies' club on the League list.

Tennessee Officers' Meeting.

The date of the spring meeting of the Board of Officers, Tennessee Division L. A. W., has been changed to Monday, March 24th, at 8 P. M., the meeting to be held at Clarkesville.

J. R. WILSON, JR., Chief Consul.

Indiana.

I hereby appoint Herbert S. Barr, Crown Point, Indiana, as Local Consul.

Yours respectfully, H. T. HEARSEY,
Chief Consul Indiana.

Rhode Island.

A Legislative Highway Commission has been authorized by the House of Representatives of the General Assembly, and the resolution will doubtless soon pass the Senate. As soon as possible a public hearing or hearings will be given, and a bill, now well under preparation, will be presented to the Commission.

The attention of members of the Division is called to the Highway Improvement department of the Providence *Sunday Journal*. Any information or articles for the press should be mailed Secretary J. D. Bosworth, P. O. Box 745, Providence, R. I. Members should seek to have the *Journal* articles copied by their respective local papers, as well as to secure in such papers the publication of "plate" matter, from the American Press Association and similar concerns; editorial comment and commendation should be asked.

Members are earnestly requested to exert every possible influence to secure the interest at this present session of any members of the General Assembly with whom they are acquainted. When the bill now in preparation reaches the Assembly for action, it will need warm friends among the members who are willing to speak and fight for it upon the floor of the House and Senate. It is important to secure action *immediately*, otherwise the whole matter will probably be delayed for a year, with the danger of suffering interest in the measure to die out meanwhile.

A very important matter will be to secure friendly members of the Town Councils at annual town meetings and liberal appropriations for highways and apparatus at the annual appropriation meetings. These meetings are mostly held in April, May and June, in the different towns. If a good wheelman can be elected to the Town Council, secure his election by arranging for the united support of the wheelmen to a ticket upon which your candidate (or candidates) is placed. Local representatives of this Division's Highway Improvement Committee should arrange a conference of the wheelmen in each town to secure the attainment of this object. If not advisable to present a wheelmen's candidate, you can arrange to give your votes only to those men who will pledge themselves to favor good highways and improved apparatus. Mr. Lewis B. Waldron, a wheelman, has just been elected a member of Bristol's Town Council. It is desired to secure the purchase of a steam roller in, at least, the towns of Cranston and East Providence, and of a stone crusher in, at least, the towns of Johnston and Burrillville. Success will follow hard work in these places.

The State election for Governor and other general officers and for members of the General Assembly occurs on the first Wednesday of April—April 2. Gov. Ladd has shown himself a strong friend of highway improvement, and he will be a candidate for re-election. Consult the different party platforms. Pledges to vote for highway legislation, and if possible State support for main roads, should be secured from candidates for the General Assembly. If any opportunity occurs of giving the names of the advocates and of any opponents of highway improvement the list will be published. *Don't forget your partners.*

A Rhode Island State Agricultural School will be opened next fall, and at the following spring term lectures will be given upon roads, as a part of the regular course of study.

The following additional local representatives in towns have been appointed:

In Warwick, James T. Lockwood, P. O. address Apponaug.

In S. Kingstown, R. G. Hazard, 2d, and J. N. Hazard, P. O. address Peace Dale.

Let us all keep hammering away together.

COMMITTEE ON IMPROVEMENT OF HIGHWAYS.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 232—Total 39—12,703

BOSTON, March 14, 1890.

ILLINOIS DIVISION—1—931.

Unattached.

26406 Pierce, Herbert L., 323 Penn. ave., Peoria

INDIANA DIVISION—3—178.

Y. M. C. A. Bi. Club.

26408 Hay, Thos., 113 W. Wash. st., Indianapolis
26409 Willitts, V. B., 113 W. Wash. st., "

Unattached.

26416 Dodge, Will W., Mishawaka

MARYLAND DIVISION—3—543.

Unattached.

26413 Bourke, James W., Light and Montgomery, Baltimore
26410 Paca, John P., 313 St. Paul st., "
26389 Hollyday, Henry, Jr., Box 344, Easton

MASSACHUSETTS DIVISION—2—1658.

Unattached.

26411 Nelson, Orris W., 273 Commercial st., Boston
26394 Higgins, Arthur J., 61 Johnson st., Lynn

MISSOURI DIVISION—1—357.

Unattached.

26412 Martin, C. H., Box 433, Brookfield

NEW YORK DIVISION—3—2169.

Manhattan Bi. Club.

26395 Haynes, Jno., 24 Union sq., New York
26390 Keil, Jno. A., 410 E. 52d st., "
26397 Pohalski, A. Lincoln, 37 Nassau st., "

OHIO DIVISION—3—867.

Cin. Bi. Club.

26407 Littleford, Wm., Ida st., Mt. Adams, Cincinnati
26390 Miller, Jas. W., 69 W. 8th st., "
26398 Stix, Charles N., care Louis, Stix & Co., "

PENNSYLVANIA DIVISION—15—1505.

Keystone Bi. Club.

26417 Cuthbert, E. P., "The Stockman" Pittsburgh

Mount Vernon Wheelmen.

26425 Osborne, J. K., 514 No. 23rd st., Philadelphia
26424 Hoover, F. S., 550 No. 13th st., "
26426 Simon, Rudolph W., 39th and Guardian ave., West Philadelphia
26427 Trafford, Wm., 12th and Oxford st., "

Unattached.

26399 Moeckel, A. C., cor. Ohio st. and Cedar ave., Allegheny
26400 Moeckel, L. H., 69 Liberty st., "
26401 Hetzel, J. W., 153 Chestnut st., "
26402 Wright, H. T., 43 Esplanade st., "
26393 Krause, James E., 31 Connestoga st., Bethlehem
26392 Heiss, Oscar M., 956 Shackamaxon st., Philadelphia
26391 Parmalee, Chas. L., 958 Shackamaxon st., Philadelphia
26403 Summers, Frank D., Box 21, Susquehanna
26422 Grandin C. L., P. O. address River View, Military Academy, Poughkeepsie, N. Y., Tidioute
26423 Neyhart, A., P. O. address River View, Military Academy, Poughkeepsie, N. Y., Tidioute

RHODE ISLAND DIVISION—2—358.

Unattached.

26404 Hull, Jno. E., Auburn
26405 Winsor, Robert P., "

WEST VIRGINIA DIVISION—1—65.

Capital City Cyclers.

26418 Scott, Fred H., 219 Capitol st., Charleston

WISCONSIN DIVISION—1—114.

Unattached.

26415 McDermott, Willis, 743 Marshall st., Milwaukee

ARKANSAS—2—7.

Arkansas Traveller Cycle Club.

26419 Bein, Hardaway, H., 1302 Cumberland st., Little Rock
26420 Van Lears, J., L Box 418, "

NEW MEXICO—1—9.

Albuq. Cycle Club.

26421 Hoppin, H. B., A. & P. General Offices, Albuquerque

OREGON—1—2.

Unattached.

26414 Dick, C. L., La Grande

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, R. M. Thompson, Oriental Hotel, San Francisco. Secretary-Treasurer, W. D. Sheldon, 126 Davis street, San Francisco.

COLORADO—Chief Consul, Edward S. Hartwell, 1319 Sixteenth street, Denver.

CONNECTICUT—Chief Consul, David J. Post, Drawer 11, Hartford. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1230 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 149 No. Del. street, Indianapolis. Secretary-Treasurer, A. N. Smith, Terre Haute.

IOWA—Chief Consul, James B. Green, 711 Locust street, Des Moines. Secretary-Treasurer, Walstein Seymour, 2d and Walnut street, Des Moines.

KANSAS—Chief Consul, W. C. Bradley, Western Security Co., Ottawa. Secretary-Treasurer, Otto H. Wulfekuhler, Leavenworth.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Harry H. Hodgson, 13 Carondelet street, New Orleans. Secretary-Treasurer, J. W. Dodge, 893 Carondelet street, New Orleans.

MAINE—Chief Consul, Dr. G. E. Dow, 507 1-2 Congress street, Portland. Secretary Treasurer, A. L. Cummings, Biddeford.

MARYLAND—Chief Consul, Albert Mott, 203 Lenox street, Baltimore. Secretary-Treasurer, G. W. H. Carr, Box 675, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 109 Warwick street, Roxbury. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer, C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, A. W. Laird, Winona.

MISSOURI—Chief Consul, Robert Holm, Anheuser-Busch Brewery, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, Frank N. Clarke, First Nat'l Bank, Omaha.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, Frank O. Moulton, Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 40 Orchard street, Elizabeth. Secretary Treasurer, Geo. C. Pennell, Elizabeth.

NEW YORK—Chief Consul, W. Sheldon Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, M. A. High, 165 Vine street Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 550 Freeman avenue, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Chas. S. Davol, Warren. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, Geo. C. Arbuckle, Room 5, Merchants' Exchange, Dallas.

VERMONT—Chief Consul, H. A. Webster, Montpelier.

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk. Secretary-Treasurer, Alex. K. Schaap, 617 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, Clarence. E. Irwin, 150 No. F street, Wheeling.

WISCONSIN—Chief Consul, V. Mumford Moore, 94 10th street, Milwaukee. Secretary-Treasurer, W. L. Simonds, 382 East Water street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

L. A. W. Renewal Blank, 1890.

Fill out this blank, enclose $1 to pay your dues to April 30, 1891, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, make the request on another sheet than this.

Ticket holders, 25 cts.; with name stamped, 50 cts.

Folio

Leave space above this line Blan

Number _____

Name, _____

Street and Number or P. O. Box, _____

City, _____

State, _____

Club _____

Enclosed for Holder cts.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $1.50 with this blank on any date between date of paper and May 1, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

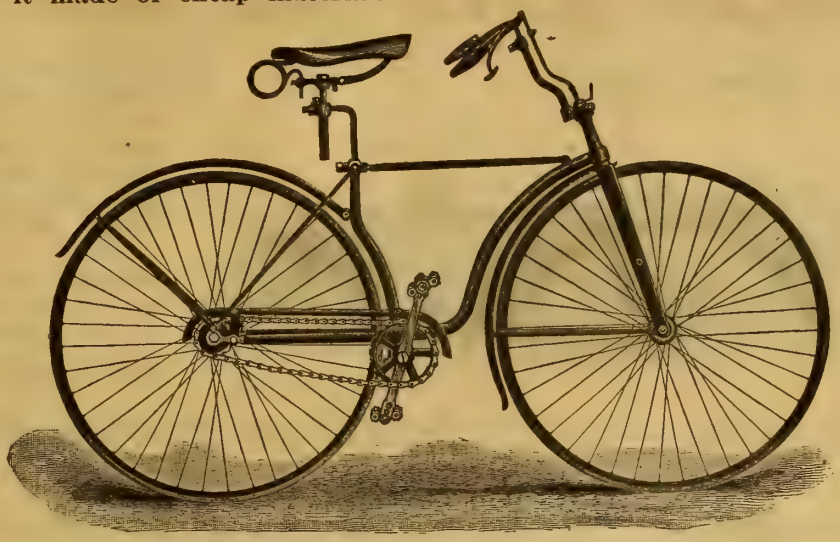
☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and ocket for personal cards send cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

There is no better wheel in the market to-day than the Warwick Perfection. It is not sold for cheap money, nor is it made of cheap material.

PRICE $135.

SEND FOR

CATALOGUE.



WITH BRACE REMOVED

IT MAKES A

Light and Superior

Ladies' Wheel.

To facilitate delivery of goods, we have arranged with the following firms to supply you in their respective territory. They will be our exclusive wholesale dealers, and it is their mission to aid you in every way. Address them for catalogues:

For Maine, New Hampshire, Vermont, Rhode Island and Eastern Massachusetts, **A. O. VERY,** 173 Tremont Street, Boston.
For New York State, east of Onondaga County, and North-eastern Pennsylvania, **G. R. BIDWELL,** 313 West 55th Street, New York.
For Northern New Jersey, **E. ALSDORF & CO.,** 11 Academy St., Newark, N. J.
For Southern New Jersey, and territory contiguous to Philadelphia, **EDW. K. TRYON, JR., & CO.,** 10 and 12 North 6th Street, Philadelphia.
For Western New York, Western Pennsylvania, and Northern Ohio, **STANDARD CYCLE CO.,** 588 Main Street, Buffalo, N. Y.
For Maryland, **EISENBRANDT BROS.,** 424 E. Baltimore St., Baltimore, Md.
For Southern Ohio, Southern Indiana, Tennessee, and West Virginia, **J. E. POORMAN,** 8th and Race Streets, Cincinnati, O.
For the Northwest, **CHAS. F. STOKES MFG. CO.,** 293 Wabash Ave., Chicago.
For the Southwest, **D. SNITJER,** 1012 Olive Street, St. Louis.
For the Pacific Slope, **THOS. H. B. VARNEY,** Fremont Street, San Francisco, Cal.
Territory not named, Local Agents, or The Manufacturers,

WARWICK CYCLE MFG. CO., - Springfield, Mass.

PREMIER SAFETY BICYCLES.

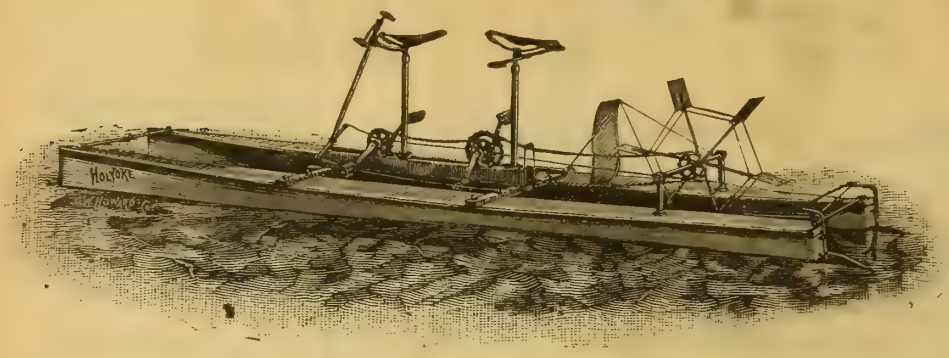
Principal Agencies:

BOSTON—Fairbanks, Sanborn & Cole, **145 Columbus Ave.**
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Merwin, Hulbert & Co., **26 W. 23d St.**
Banker & Campbell, **1788 Broadway.**
WASHINGTON—Wm. T. Robertson & Co., **611 F St., N. W.**
ST. LOUIS—Wilder & Laing, **1724 Olive St.**
BUFFALO—Salem G. Le Valley, **189 Main St.**
PROVIDENCE---Anthony, Cowell & Co., **199 to 205 Broad St.**
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PITTSBURG---Logan, Gregg & Co., **306 and 308 Wood St.**
CINCINNATI---Frank T. Miles & Co., **244 Clark St.**
CLEVELAND---W. N. Taylor, **Atwater Building.**
NASHVILLE---Macey & Co., **28 West Side Public Square.**

We want active agents in all Unoccupied Territory. Handsome Profits. No Risk. Send for a copy of our new forty-page Premier Catalogue.

LLEWELLYN H. JOHNSON, - 401 and 403 Main St., Orange, N. J.

WHAT HAVE WE GOT?



We have the Best Bicycles and Lowest Prices in the United States. Safeties, Imported Star, and Coventry Rivals, all Balls, all Steel, $90, $85, $75, $45. Tandems, $160.

Ladies' $50 and $35 wheels warranted. Notice we give a Lantern with every wheel ordered before Apr. 1.

AGENTS WANTED, LIBERAL TERMS.

W. H ROSS & CO., 58 Main Street, Holyoke, Mass.

—IMPORTERS AND DEALERS IN—

American and Imported Cycles, Tents, Camping Outfits and Safety Covers.

Catalogue Free. Nickel Plating and Repairing.

PREMIER BICYCLES.

Repairing of all kinds.
Good Work; Low Rates.

EASTERN AGENCY:

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145 COLUMBUS AVE., BOSTON.

Every Wheel Fully Guaranteed.
All Parts Interchangeable.

OUR FULL LINE.

THE FAMOUS CATFORD, -	$135.00
FULL ROADSTER, -	135.00
SPECIAL LADIES' - -	135.00
THE POPULAR, all balls,	105.00
UNIVERSAL, - - -	85.00
YOUTH'S PREMIER, -	65.00
PREMIER TANDEM, -	200.00

BANKER & CAMPBELL,

SOLE AMERICAN AGENTS

ORMONDE ✻ SAFETIES.

1788 BROADWAY, NEW YORK.

A BICYCLE FREE!

For particulars, send your address to

BOX "P,"
BROOKLINE, N. H.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on receipt of 50 cents in stamps. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

Free To Agents and Dealers

for one year,

THE BEARINGS,

the only first-class cycling paper in the West. Send business card to

71 Randolph St., Chicago.

Send for sample copies everyone.

J. W. BATE & CO.,

No 324 FLATBUSH AVE., BROOKLYN.

DEALERS IN BICYCLES.

55-inch Columbia L. Roadster, -	$60
54-inch American Rudge, - -	55
53-inch Rudge L. Roadster, -	60
50-inch Volunteer Columbia, - -	45

The above are in the best possible condition.

WHEELMEN'S

HOME GYMNASIUM,

Consisting of

1 Standard Chest Weight.
1 Pair 3-Pound Dumb Bells.
1 " Wooden Dumb Bells.
1 " " Indian Clubs.
1 " Indian Club Hooks.
1 Instruction Book.

By express or freight on receipt of price,

Complete, - - - - - $5.00

Takes very little space in your chamber. Morning and Evening exercise will enlarge the chest in one week.

HOLLAND & HAVENER,
WORCESTER, - MASS

COVENTRY RIVALS.

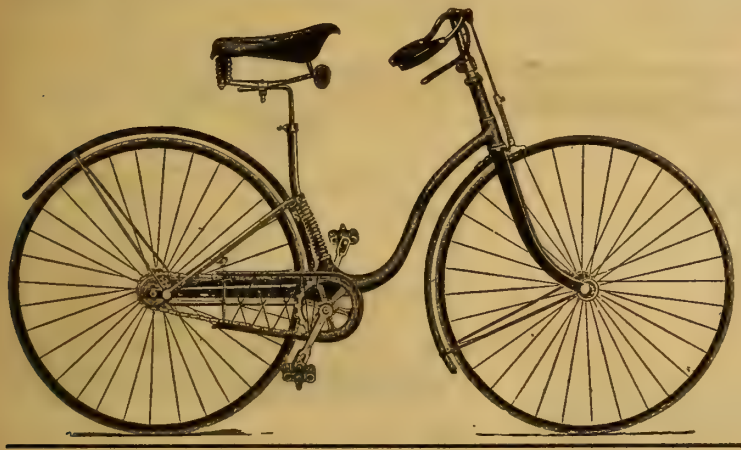


Agents wanted. Exclusive Territory given. We want you to buy through your local dealers, but if they can't supply you, we will ship direct, express paid, to any part of the United States.

SEND FOR OUR 64-PAGE CATALOGUE, THE MOST COMPLETE EVER ISSUED.

SWEETING CYCLE CO., 639 Arch St., Philadelphia.

Sole U. S Agents for "Coventry Rival" Bicycles, Patent Silico Enamel Co., London, and the celebrated "Silk Cleaning Cloths," 15 cents by mail, the greatest boon ever offered for cleaning machines.



INTERCHANGEABILITY,

Lightness and great strength, combined with Flexibility, are the points to be considered when purchasing a Safety Bicycle. These points are all contained in the "*PARAGON*" Spring Frame Safety made by the *STOVER BICYCLE MFG. COMPANY*, and when combined with the Famous *BUFFER SADDLE*, of which they are the Sole U. S. Agents, produce a mount that is hard to beat. Send for catalog to *FREEPORT, ILL.*

WHY IS IT that the entire Cycle Trade have copied the

"REFEREE" SAFETY.

The original Diamond Frame, DESIGNED IN 1886 (Patent Nos. 14,205 and 17,215; Registered Nos. 83,504, 115,900, and 116,849).

BECAUSE it is the best mechanically-constructed Safety in the World. We challenge our imitators to excel

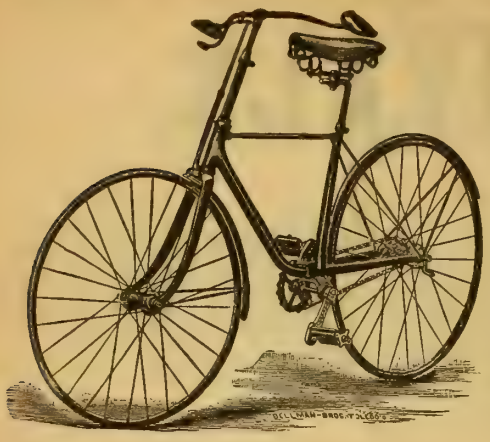
The "Referees"

For Lightness, Strength, Comfort, Speed, Design, Workmanship, Style, Finish and Improvements.

Holds 12 World's Records, and Won over 130 Prizes in five months.

BRETZ, CURTIS & COMPANY, Philadelphia, Pa.

AGENTS WANTED. *SOLE U. S. IMPORTERS.*



ONCE MORE WE SAY

LITTLE GIANT.

THEN WE SAY UTILE DULCI.

Now we ask you why you should place your order early for the LITTLE GIANT.

So as to secure what you want just when you want it.

We know from experience that everybody wants the best.

We are prepared to furnish it at a moderate price.

It beccmes a pleasure to supply the public with what they want, when you know from experience that your goods will please them.

The LITTLE GIANT will bear the closest of criticism, therefore we extend an invitation to all to examine it for themselves.

Price $35.00, it is needless to add, constructed of modern improvements.

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U. S. BRANCH:

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BOSTON, MASS.

CHICAGO, ILL.: Singer Cycle Co., AGENTS, 201 Randolph St.

NEW YORK, N. Y.: G. A. Litchhult, AGENT, 352 Lenox Ave.

SINGER CYCLES — SINGER & Co. COVENTRY ENGLAND

	Weight Complete.	Price.
Singer Safety, -	49 lbs.,	$135
Royal Singer Safety, -	40 lbs.,	140
Light Royal Singer Safety,	32 lbs.,	135
Apollo Safety, - -	50 lbs.,	105
Intermediate Safety, -	39 lbs.,	90
Miniature Safety, -	37 lbs.,	75

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Committee.

Browning, King & Co.,

Official Tailors of the L. A. W.

406, 408, 410 & 412 Broome Street, NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
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No. XX Fine Cheviot for hot weather wear..... 1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, str ng, elastic. 5.00
No, 1, Canvas, leather trimmings. 3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago.
Philadelphia, 1022 Market St.



Western Wheel Works.

Manufacturers of All Kinds of

BICYCLES, SAFETIES, ETC

CHICAGO: 495 to 505 Wells St.
NEW YORK: 35 Barklay St., 40 Park Place.

Elwell European Bicycle Tour.

MARCH CIRCULAR NOW READY.

Address

F. A. ELWELL,

125 PEARL ST., - - PORTLAND, ME.

THE "GAZELLE,"



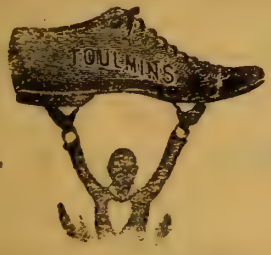
JUVENILE SAFETY BICYCLE.

The lightest and strongest machine of its kind yet made. Tubular steel drop frame, with or without detachable cross-bar, adjustable steel cone bearings for wheels and crank-shaft, hard rubber handles, 24 and 26 inch wheels, with crescent steel rims, steel spokes and 3-4 inch best rubber tires, reversible seat post, with long and short bends, thus giving wide range of adjustment to suit children from eight to sixteen years of age; all wearing parts detachable and interchangeable; handsomely finished in nickel and enamel; weight, with adjustable suspension saddle and tool bag, complete, 34 lbs. Price $40,—and well worth the money, in comparison with any other machine of its kind in the market.

The "Gazelle" has absolutely the strongest wheels of any bicycle made, large or small, and as the frame is strong enough to carry a heavy man over the roughest riding, the machine will stand the rough usage to which children's bicycles are frequently subjected, with little danger of breakage. The Ladies' "Gazelle," much the same style as the above, with 28-inch wheels, chain guard, and some additions and improvements, will be ready in April. Will run about as light as a ball bearing machine. Price $50. Liberal terms to agents. We will deliver these machines at any place in the United States, east of the Mississippi, where we have no agent and which is reached by a railroad, at prices named, transportation free. When ordered to be sent C. O. D., an advance remittance of $5 will be required.

CRAWFORD & CO.,
1116 E ST., N. W., - WASHINGTON, D. C.

$3.00 Per Pair.



$3.00 Per Pair.

TOULMIN'S KANGAROO BICYCLE SHOES
FOR 1890.

Greatly improved. Best and cheapest Shoe in the Country. Special Inducements to Agents. Send for Catalogue containing rules for self measurement. Correspondence promptly answered. Address
285 Main St., - - BUFFALO, N. Y.



25c FOR THIS STAMP. **25c**

Send us 13 two cent stamps and we will send you by Mail one of these Beautiful Self-Inking Stamps, with Your Name, Ink, Box, &c. Postpaid.
CONOLLY & Co. Rochester, N.Y.

Ask your local dealer for

Price, 25 Cents.

CYCLE-CHAIN-GRAPHITE.

REGISTERED.

Safety Bicycle or Tricycle CHAIN.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.



The "OTTO" Rubber Tires.

BICYCLES

	Factory Price.	Our Price.
52 in....	$60 00.....	$32 40
50 in....	55 00.....	29 70
48 in....	50 00.....	27 00
46 in....	45 00.....	24 30
44 in....	40 00.....	21 60
42 in....	35 00.....	18 90

All Wheels furnished with Tool Bag and Tools.



SAFETY BICYCLES

SEND FOR CATALOGUE.

Small Boys' 20 in., wheels, with Parallel Bearings... $18 75
Large Boys' 24 in., with Brake and Mud Guards..... 26 25
Ladies' or Men's 30 in., Ball Bearings to both wheels, 56 25
Ladies' or Men's 30 in., Ball Bearings ALL OVER ... 67 50

ST. LOUIS, MO. E. C. MEACHAM ARMS CO.

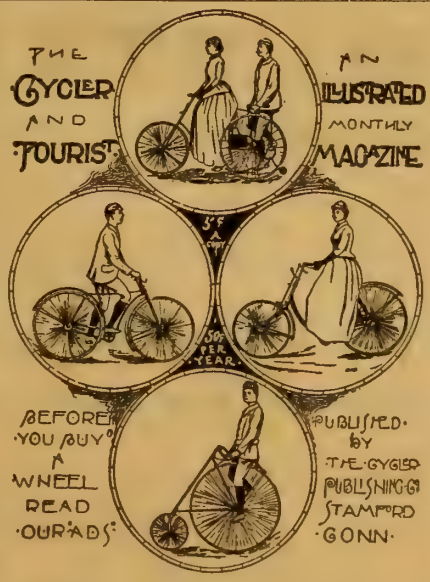
For all kinds of
Bicycle Repairing, Nickel Plating, Enamelling, etc.,
Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street. BUFFALO. N. Y.

PERFECT POCKET OILER.



One-half size.

For bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 9th ave., N. Y.



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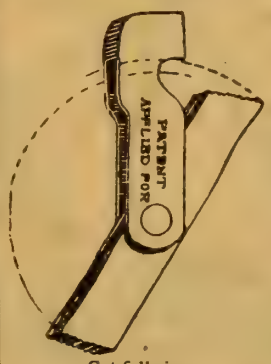
SUMMER 1890.

Prof. P. Le Perrier's European Tour

Through France, England, Switzerland on Bicycles and Tricycles. For particulars, terms, etc., address

Prof. P. Le PERRIER,
34 W. 40th Street, New York City

The Automatic Spoke and Nipple Grip.



Cut full size.

Every Cyclist His Own Repairer!

No Screws, no Nuts, no Peeling of Enamel.

☞ It takes a positive grip. The harder you pull the tighter it holds.

☞ Catches any size Spoke or Nipple, round or square.

☞ Can be carried in the vest pocket.

Price, (Nickeled) $1.

Liberal Discount to Dealers.

JORDAN & OELLIEN,
No. 1320 Washington Ave., St. Louis, Mo.

A. O. VERY,

New England Agent for the

Warwick "Perfection," "Union"

—AND—

"Giant" Cycles.

—ALSO—

The Standard Sewing Machine

173 Tremont Street, Boston.

AGENTS WANTED,

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,
118 Warren Street, New York.
Mills, Bouckville, Madison Co.
ESTABLISHED 1865.



The Union Safety

Beautiful, Simple, Strong, and Lighter than many so-called Light Roadsters.

TO SEE IT IS TO BUY IT.

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NORTHWEST.—Chas. F. Stokes Mfg. Co., 293 & 295 Wabash Ave., Chicago, Ill.
SOUTHERN INDIANA, SOUTHERN OHIO, KENTUCKY and TENNESSEE.—J. E. Poorman, Cor. 8th and Race Sts., Cincinnati, Ohio.
NORTHERN OHIO.—A. B. Mack & Co., 64 Euclid Ave., Cleveland, Ohio
WESTERN NEW YORK and WESTERN PENNSYLVANIA —Standard Cycle Co., 588 Main St, Buffalo, N. Y
EASTERN NEW YORK.—Peck & Snyder, 124, 126 & 128 Nassau St., New York, N. Y.
EASTERN PENNSYLVANIA.—Strong & Green Cycle Co., 707 Arch St., Philadelphia, Pa.
NEW ENGLAND STATES.—A. O. Very, 173 Tremont St, Boston, Mass.
NORTHERN NEW JERSEY.—E. Alsdorf & Co., 11 Academy St., Newark, N. J.
VIRGINIA and NORTH CAROLINA.—A. K. & C. E. Schaap, Broad St., Richmond, Va.
WASHINGTON, D. C.—J. H. HIGHAM & CO., 478 Penn Ave., Washington, D. C.

SEND FOR CATALOGUE.

UNION CYCLE MFG. CO.,

Office at Factory, *HIGHLANDVILLE, MASS.*

OUR EIGHTH YEAR AT THE OLD STAND.

W. W. STALL,

ODD FELLOWS' HALL,

509 TREMONT STREET, 4 WARREN AVENUE.

BOSTON, MASS.

Safety Bicycles, Wholesale and Retail.

SOLE NEW ENGLAND AGENTS FOR

ST. NICHOLAS MFG. CO., - - - Chicago, Ill.
INDIANA BICYCLE MFG. CO., - - - Indianapolis, Ind.
CAPITAL CYCLE CO., - Washington, D. C., PSYCHOS.
JOHN WILKINSON CO., - - Chicago, Ill., ROVERS.
SWEETING CYCLE CO., Philadelphia, Pa., COVENTRY RIVAL.

We are practically headquarters on low-priced wheels especially, and are prepared to supply the trade. Safeties for men at from $60.00 upward; Ladies at from $45 upward, and Boys at from $18.00 upward.

We offer the above goods to the New England trade, and solicit correspondence with agents and parties desiring to become such. Liberal inducements to live men who will "hustle."

Send 5 cents in stamps for our new Catalogue.

He who on WHEEL did never ride,
On the TOPMOST RIDGE of a HIGH DIVIDE,
And gazed afar to the SUNNY SOUTH,
Up to the NORTH, the Storm's Cold Mouth,
Down to tne EAST, with its ROSY FLUSH,
Out in the WEST, with its TWILIGHT HUSH,
Hath never known the JOYOUS THRILL
Which doth the HEART of a CYCLER fill.
—So sings UNCLE EPHRAIM.

Now ALL you CHAPS who have never done the MOUNTAIN CLIMB ACT, but have wanted to and couldn't, because you hadn't the WHEEL to do it with, can just mount a "BRONCHO" SAFETY BIKE and climb Any CONSARNED RISE you come to that's got a TRAIL up it. You can just PULL UP GENTLY on your HANDLE BAR, take the FRONT WHEEL OFF THE GROUND, LEAN A LITTLE FORWARD, standing RIGHT OVER and ON your WORK, and climb, Climb, CLIMB—as you never dreamed of being able to climb before—and do it SO EASY that you'll laugh loud and long, and have more real solid, good, honest satisfaction riding up hill than any fellow living—unless he, too, rides a "BRONCHO" SAFETY BIKE.

Now a word to all the boys. We have been inundated with letters from all over the country—and Adjacent Territory—for FULL DESCRIPTION of the NEW HUB of the "BRONCHO." "What kind of a contrivance have you got?" is the universal cry, with a trail of interrogation marks behind the cry that look like a Country Militia Company on dress parade. To all we say: "We have in preparation a series of cuts that will show you by what system of mechanism we do THE THING that SURPRISES and DELIGHTS ALL BEHOLDERS and TRIAL RIDERS, and within a very short time we shall show those same cuts in all our advertising publications. The WONDERFUL Rear Hub, which has been described to you all in so many different fashions by our friends (?), who tell you so glibly they know all about it, you will find is SIMPLICITY ITSELF. There's NOTHING to wear out, get loose, get filled with dust, etc., rattle, bind, and raise merry Sheol generally, as you have been told so frequently of late, by our DISINTERESTED FRIENDS (?).

The talk you hear about the impracticability, etc., of our Rear Hub is simply ROT. Our Rear Hub will wear out any WHEEL MADE ON EARTH, and still be a good piece of perfect working mechanism, still doing its little quiet BIZ. at the old stand, notwithstanding the waillng and gnashing of teeth, in which our dear friends in impotent rage indulge. Oh, yes, dearly beloved brethren, WE'VE GOT IT, and don't you forget to make a note of the FACT that we HAVE got it, and that we are going to build "BRONCHOS" and get and KEEP a Fair Share of the Cycling trade of this Great and Glorious Country.

Don't be filled up by any cheap, Cock-and-Bull stories about our having "Some old, exploded idea, newly dressed up," because WE JUST SIMPLY HAVEN'T GOT ANY OLD BACK NUMBER, but a BRAND NEW IDEA, which Inventors in the Cycle Line have been vainly trying for years to get, but THEY ALL FAILED and WE HAVE SUCCEEDED. "Hence these tears," on the part of our dear beloved brethren.

BOYS, don't be honey-fuggled by tales of Mares' Nests, discovered by the disgrunteld, envious Bad Boys of America, but GIVE THE "BRONCHO" a FAIR SHOW; look into the matter, gentlemen, and you will be convinced that, at last, WE have got just what YOU want.

And remember, when you read or have told you certain narrow gauged, small-bored, hide-bound tales—intended for the delectation of those, supposed by the ignorant writer or weaver of said yarns, to be MORE ignorant than he—remember about the Frog who, when he saw an OX, tried to swell himself to an equal size. You know the consequence. So STAND FROM UNDER; you don't know what he MIGHT be loaded with, tho' you might shrewdly suspect it was MUD; still you don't know. LOOK OUT for OUR CUTS; meantime, send for our '90 "CAT," etc.

WHITE ✣ CYCLE ✣ CO.,

WESTBORO', MASS., U. S. A.

SEND FOR AGENTS' TERMS.

QUID PRO QUO BOSTON.

Now that the L. A. W. Annual Meeting is over the Winter can attend to its usual business delivering snow and ice to meet any reasonable orders. That is what the Pope Manufacturing Company has been doing with bicycles right along.

Why is the average hen *different* from some bicycle-makers? Because the hen cackles *after* she has laid something,—Well then, why is the average hen *like* some bicycle dealers? Because after setting she clucks all the same whether she has chickens or———.

I asked these conundrums of the oldest ex-captain of the Massachusetts Bicycle Club, and he made an interesting digression. He said that when he was raising fancy poultry as a diversion, he observed a certain difference between the common or dung-hill cock and the high-bred cock, viz: the common fellow crowed first and then flapped his wings, while the high-bred cock first flapped his wings and then crowed.

THIS is reading matter. The advertisements of the Pope Manufacturing Company will be found in all the wheel papers as usual. The readers of this paper have seen their advertisement right here on this page for more than ten years. Doubtless they will miss it, and the paper will have an unfamiliar look without it; but the other pages are just as interesting, advertisements and all. Indeed, every page of it is really an advertisement of somebody or something, and the principal discrimination is that certain "dealers" and "makers" have the privilege of using larger type and submit to the requirement of paying heavily for reading fine things about themselves or their business. These are *called* advertisements. Others are not *called* so. If you keep watch of this page hereafter, however, you will probably see the old, familiar ads. of the Columbia makers back again.

TEN years ago last November, when the first issue of the *Bicycling World* appeared, the advertisement on this last page advertised not only Columbia Bicycles, but also twenty-nine agencies for selling them in different cities and towns of this country.

If the Pope Manufacturing Company should now do its agencies the same favor, they would have to occupy more than half the average number of pages of this paper with the names and addresses alone; but then, a bicycle maker had to hunt for his agents in those days and boost them along. Now would-be agents hunt him and boost him into business---for the first season.

TEN years of advertising a page a week. What a dangerous record to make! There is the character of a concern for modesty, for candor, for truthfulness, written large and frozen there in the record. Every one can look it over and get acquainted with the advertising.

How many can stand that test? How many makers or importers can hold an honest, perspiring face to an audience and raise a horny hand of toil and say, after ten years or five years, or even one year: "I cannot tell a lie, I have always told the truth about my plant, and my facilities, and my additions to factory, and my new store, and my machines; I have never prevaricated about the material, or the workmanship, or the bearings, or the finish, or the way I have numbered my machines; I have not invented a fictitious puff of falsehood either for a displayed "ad" or a paid paragraph in the reading columns of the bicycle papers,---so help me Editor of the *Bicycling World*?" That is the kind of a test you can apply to the case of the Pope Manufacturing Company, and which they say they invite.

TEN years ago the Pope Manufacturing Company was, as it is still, the oldest concern in the bicycle business. That concern was both a manufacturer and an importer of high-class or "high-grade" machines for men. The only other manufacturer was R. H. Hodgson, who made the "Velocity", and disappeared with velocity. The only other importer was Cunningham & Co.---long since dislocated, so to speak.

"SURVIVAL OF THE FITTEST."

The first importing firm (after the 1877 revival, of course), was Timms & Lawford, but they had ceased from the struggle. In fact, of the first twelve (even dozen) of importers and makers of men's bicycles, the Pope Manufacturing Company is the only survivor in the business. That company has been the solid fact in the trade from the beginning.

IF you discover any errors of fact on this page, please do the favor of communicating in writing with QUID PRO QUO, Box 4, Boston, Mass. He is an experienced rider and means to keep a steady hand on the handle bar and a sure foot on the pedal, up hill and down. If he *should* take a header, however, he will get up and dust; that is, he will dust himself off in good shape and go right on again. He will ride his good old Expert Columbia, too. Why, that machine would have made the reputation of seven concerns. I know that the most popular machine to-day (barring the Safeties, perhaps,) is the Columbia Light Roadster Ordinary, but that machine is a parvenu compared with the aristocratic Expert. This latter, first brought out seven or eight years ago, marked an era in bicycle construction by the success of some of its features. It not only held its popularity and gained the confidence of every adventurous rider who intended either to do heroic riding about home, or to go exploring over the earth, but it had been all around the world, literally, before most of the other machines now on the market were in existence. Nobody but its own maker appeared to be able to make a machine to beat it. But of course, with the advent of the Columbia Light Roadster, the fine enamel of its excellence seems to have been dimmed thereby.

"'TIS HUMAN TO ERR."

1-3 OF A LIFETIME.

SPEAKING of ten years, we have reference to the appearance of the *Bicycling World* and the Columbia advertisement on this last page. The Pope Manufacturing Company, now the "senior member", has been in the bicycle business a third of a lifetime.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 21 MARCH, 1890.

Volume XX.
Number 21.

Just Victors—

That's all this page is about.

That's all, but surely that's enough.

We couldn't begin to tell you all about them in this little space.

In fact, you may know something about them already.

No doubt you know they are better to ride than any other wheels.

If you don't, you're not a Victor rider.

We have a very sizeable plant up here in the Connecticut River country, and we bend our energies to making the best bicycles we can.

We charge the highest market prices for them.

We haven't been able to make enough of them for several years.

Don't it look as though they were about right?

'Deed it do!

You may want to know more.

If you do, send for our catalogue.

Costs you nothing.

OVERMAN WHEEL CO.,

CHICOPEE FALLS, MASS.



LOVELL DIAMOND SAFETY.

PRICE $85.00 PRICE

Strictly high grade. All steel tubing and steel drop forgings. Ball bearings to all parts,

CATALOGUE FREE.

JOHN P. LOVELL ARMS CO.,

147 Washington St., BOSTON, MASS.

WE APOLOGIZE FOR HIM.

Quite a number of letters have reached us from agents, asking why our "modest young man" [see this paper of Feb. 14th], with sample of the

1890 HICKORY SAFETY,

has not arrived as per schedule. We have to say that the fault is not entirely *ours*, and when we look at the *real* cause of the delay, we can't find it in our heart to blame *him*. He has been identified with us for years, and we had learned to consider him reliable. Several months ago, however, we began to notice that something was wrong with him. His eyes, at times, wore that sad, far-away expression, which you may have noticed in the eyes of a dead codfish. In the office he would often stand and gaze intently at a fly on the ceiling, as if to discover what it was thinking about. Numerous letters came for him in our care—they were not addressed with a stub pen, and they smelled better than do most of those which are. Our sagacity [and experience] soon enabled us to locate the trouble, and when we *had* any charity, we used it instead of censure. So long as we *received* his letters, we didn't mind whether they were addressed "Hickory Newton, Sterling, Mass.," or otherwise, but when his orders included "10 Hickory Safeties to be delivered April 1st to Miss ——, we though there was a singular appropriateness about the date which *he* had overlooked. But the beginning of the end has come, and, in view of delays already incurred, we have induced him to combine his wedding trip with a business tour, and in this dual frame of mind he is liable to call on you. Such orders as he sends we shall enter with feelings of gratitude, and any blunders he may make we ask you to excuse. It is his first offence, and one which we hope it may not be necessary to repeat. We have received several letters from agents, who, after asking terms, etc., say: "We propose to handle the wheels on which we can make the largest commission." To all such we have to say, You don't want to handle the Hickory Wheels, and, what is more, we don't want to have you. We need a few more agents, but we never *urge* anybody to act in that capacity. Our discounts are as large as we can afford to make them, and keep the price and quality where they are.

We appreciate the agent's motive, but in cases where a man would prefer to sell some other wheel, because for the present he could get a *little* more of a discount, that man, worthy though he be, is not sufficiently "hickory" so that we would like to entrust him with *any part* of our destiny. There are many practical men who think the proper material for wheels is wood, and those are the men who are taking our agencies.

Green timber stuck together with ignorance does *not* make a good job.

STERLING ELLIOTT, = Newton, Mass.

P. S. *We* use dry timber.

PREMIER BICYCLES.

Repairing of all kinds.

Good Work; Low Rates.

EASTERN AGENCY:

Fairbanks, Sanborn & Cole,

145 COLUMBUS AVE., BOSTON.

Every Wheel Fully Guaranteed.

All Parts Interchangeable.

OUR FULL LINE.

THE FAMOUS CATFORD, -	$135.00
FULL ROADSTER, -	135.00
SPECIAL LADIES' - -	135.00
THE POPULAR, all balls,	105.00
UNIVERSAL, - - -	85.00
YOUTH'S PREMIER, -	65.00
PREMIER TANDEM, -	200.00

THE LATEST CRAZE

is the Safety, and the price of ordinary wheels is going down with a crash that is very sickening to all the dealers. We are still ready, however, to take ordinaries in trade for all styles of new Safeties and if you can't make figures with your nearest local dealer, you had better write to us; also, SEND YOUR NAME IN FOR A COPY OF OUR 1890 CATALOG, which will be the finest thing in its line of the season.

ST. LOUIS WHEEL CO., ST. LOUIS, MO., 311 N. 14th St.

SPECIAL.

All Advertisements in this Department 20 cents a line.
☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES,

The official design in solid gold. Prices, $2.50, $3.50, $5.00 and upward. Patented. Send for free Catalogue and address orders to

C. H. LAMSON,
177 Middle St, Portland, Me.

ZOOK, LITITZ, PA., takes wheels in payment for books, stationery, type-writers, organs, buggies, cigars, steel engravings, printing, etc. Best party to buy any new wheel of, and has the choicest bargains in second-hand wheels. $250 Humber tandem, used 50 miles, $75, and 24 other surprising bargains. Write to him before you buy. An "Eagle," 52 wanted, also a "Hickory" and "Broncho."

48-INCH Am. Star, $35.00. 48 inch Special Star, power traps nickel, $60.00. 48-inch Special Star, power traps, balls to front wheel, $60.00. Star Lever Safety, good as new, $95.00. JOHN T. STARR, Coldwater, Mich.

FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, $14.00, $15.00, and $16.00. Cutters, Home Trainers, etc. Send for circulars. M. A. WOODBURY, Bradford, Pa.

BICYCLES for sale. Best Safety new, cost $140, only $90. Good Star, cost $125 for $70. Rudge-Humber Tandem tricycle, cost $260 for only $65. L. P. THAYER, West Randolph, Vt.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

BIG BARGAINS—If you are going to buy a new wheel, we can save you money. Send for *special price* on any wheel you want. CENTRAL CYCLE CO., Millville, N. J.

ANNOUNCEMENT.

WE have a large stock of second-hand and some new machines, which we must dispose of in the next few weeks. We will accept any reasonable offer. Send for price list. WHITE CYCLE CO., Trenton, N. J.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

FOR SALE—54-inch Volunteer Columbia, used but little. With O. W. Co. Hub lamp, tool bag, etc. Will sell for $60. For a bargain address FRED. J. MAXWELL, Dixon, Ill.

45-INCH SPECIAL STAR BICYCLE, in first-class condition, for $70. Cost, last season, $117.50. Enameled. H. B. WIESE, Bordentown, N. J.

45-INCH SPECIAL PONY STAR, A1 order, ridden less than 200 miles. Present owner no use for it. Any reasonable offer accepted. JAMES BRADLEY, 6 Fulton st, Albany, N. Y.

FOR SALE—Cheap for cash, 2 tricycles, both in good order, one Columbia, one Singer Traveler. Can be seen at 50 Virginia st., Dorchester, Mass.

FOR SALE CHEAP—50-inch Springfield Roadster, in good condition. Speedwell safety, good as new, and an Odell typewriter. W. A. YOUNG, Bruceville, Ill.

FOR SALE—A Rudge Humber Tandem Tricycle, just rebuilt, new axle, new tires on drivers. Is in good shape. Price $75. It is a big bargain. F. COLSON, Norwalk, Ohio.

BARGAINS—54-inch Victor L. R., almost new, $90. 51-inch and 53-inch Col. L. R's, in good shape, $65 each. Crescent safety, balls all over, $75. O. W. SWIFT, Danbury, Conn.

VICTOR SAFETY, 54 inch Columbia Light Roadster, No. 2 Springfield, late patterns, little used and cheap. J. G. FORD, Dryden, N. Y.

FOR SALE—50-inch New Mail, in first-class condition. C. A. ROUILLARD, Charles River National Bank, Cambridge, Mass.

1889 VICTOR SAFETY for sale. First-class condition. H. W. ROBINSON, 89 State st., Boston, Mass.

FOR SALE—50-inch New Rapid "Roadster" Ordinary. "A" finish, balls all over. Run less than 100 miles, in perfect condition; cost $130; guarantee of agent if desired. First offer over $75.00 takes it. D. C. STEWART, President Lansing Bi. Club, Lansing, Mich.

FOR SALE—1889 Columbia Light Roadster, 54 in., full enamel; ridden less than 150 miles; in perfect condition. Price, including cyclometer, $85.00. References. Address Box 184, Philipsburg, Centre Co., Pa.

$18 BUYS Tennis Set; 4 "Windermere" Racquets and cases, net poles, stakes and balls; nearly new. Address Box 533, Trenton, N. J.

$90. Full ball bearing "Crescent" Safety; run about 20 miles; perfect condition. Owner leaving town left with me to sell quick. $50 takes it. F. COLSON, Norwalk, Ohio.

FOR SALE—Quadrant Tricycle; cow horn handle bar; steering in splendid condition. Best offer over $50 takes it. *A bargain.* Address QUADRANT, care Bicycling World, Boston, Mass.

NEW MAIL SAFETY for One Hundred Dollars! Perfectly new; in original crate; never ridden. Selling to wind up business. Address W. P. STEWART, Natchez, Miss.

WANTED—Man who is thoroughly familiar with cycling in all its branches; well acquainted with manufacturers, dealers and clubs; a business man, who can approach *anybody*; thoroughly reliable; a good correspondent, with "a nose for news." Headquarters in New York, and to make trips in New England, Pennsylvania, New Jersey, etc. Salary limited only by ability. State present business, age, salary, and all other information. Address "Business," "Bicycling World" office.

FOR SALE—Tandem Safety. H. S. K., 25 Clinton Place, N. Y.

FOR SALE CHEAP—50 and 52-inch Expert Columbias. Big bargains. Write quick. E. A. CATCHPOLE, Geneva, N. Y.

FOR SALE—52-inch Columbia Light Roadster, latest model. First-class condition. H. W. WHITE, Windsor, Conn.

FOR SALE—16x30 canoe Annawan, built by Rushton; 90 to 100 ft. sail, radix; centre board, brass drop rudder, water-tight bulkheads, etc., all complete, price $85. Address J. E. H., 211 Tremont st., Boston.

FOR SALE—54-inch Premier ordinary, originally made to order. The mould mark not worn off the tire. A bargain. H. D. BATES, 191 Warren Ave., Boston.



Howard A. Smith & Co.,

Cor. Broad and Bridge Sts.,
NEWARK, - - - N. J.,
Manufacturers and Importers of

CYCLING GOODS.

Largest Wholesale and Retail

Bicycle Supply House

In the United States.

GENERAL AGENTS

—FOR THE—

COLUMBIAS, PSYCHOS, VICTORS, STARS, J. & G.'s, GALES, HARTFORDS,

And all other First-Class Makes.



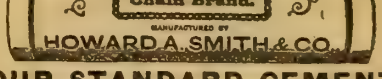
Adhesive Tire Tape

is one of the handiest accessories for carrying in the tool bag, is quickly applied, very strong, and will last for hundreds of miles' riding; invaluable in case of accidents. Price per package, 20 cents.

Z. & S. Bundle Carriers.



Made to fit the handle bars of all the safeties, also the mud guards. By using our patented principle of hinged plates, we are enabled to place a carrier on the safeties that is an ornament. Can be set wide apart for a long bundle, close together for a short bundle, and warranted to carry 50 pounds without marring the machine or being in the way of the rider. Price, $1.25.



OUR STANDARD CEMENT

Is known all over the United States. It has been in use for several years, and we can recommend it as being equal if not superior to the best imported.
Satisfaction guaranteed or money refunded.
Price in sticks, 20 cents; in bulk, $1.20 per pound.

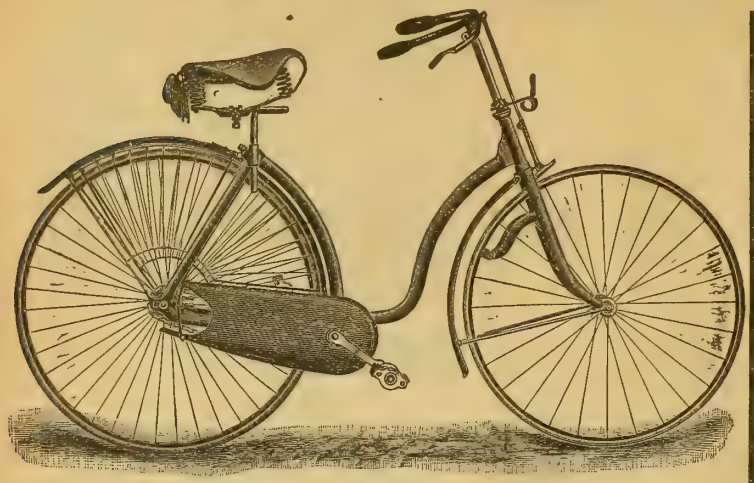
Standard Gloves	$1.00 and 1.25
Z. & S. Hose Supporters	35c. and 50c
Bicycle Horns	$1.25 and 2.25
Whistles	25c. to 50c
Oils, in bottles and cans	25c. to 60c
Newark Enamel	50c

And a thousand other things.

SEND for the latest Unabridged Cyclopedia of Cyclers' Wants.

HOWARD A. SMITH & CO.,
NEWARK, - - - N. J.

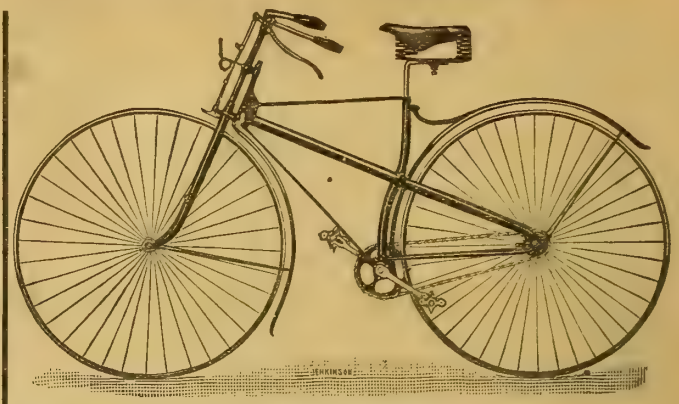
TO SEE THEM IS TO BUY THEM.



LADY'S SWIFT SAFETY,

43 LBS. COMPLETE.

RECORD: 101 3-4 IN A DAY.



SWIFT SAFETY, MODEL D.

$100.

BALLS ALL AROUND.

FULLY GUARANTEED.

CATALOGUES FREE.

COVENTRY MACHINISTS' CO., Boston, Mass.

Why We Don't Do It---Explanation.



As an entirely new style of advertising (at least new in the experience of our firm of over 60 years, and certainly not modest) has been abopted in this year of 1890, viz.: Of not only writing up one's own character (reputations are easily made in this manner), but also deprecatingly referring to others in the trade, which latter references we consider not only poor taste but discourteous, and feeling that wheelmen, when consulting bicycle advertising columns, do not seek ancient history of firms written by THEMSELVES, nor approve insinuating criticisms of "other firms and dealers," but to learn of Bicycles, we shall use our advertising space, as in the past, to advertise our WHEELS and not ourselves, and most certainly not to indirectly disparage others.

Our firm was Established in 1826, and its record has been before the public since, and we claim Reputation and Reliability, and our Guarantee will be found good to the Letter!! Our product is the

NEW MAIL,

the reputation of which is firmly established, and is of the Highest Quality, and No Wheel has a better Record! nor more Honestly built.

Send for Catalogue.

WILLIAM READ & SONS, - - 107 Washington St., Boston.

ESTABLISHED 1826.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 21 MARCH, 1890.

UNOFFICIAL advices give us the information that the L. A W. and A. A. U. have at last come to terms as to the basis on which they combine. Rule G is to be amended so as to read "this rule" (i. e. special sanction) "does not apply to A. A. U. Clubs."

We understand that the above amendment has been made on the ground that the A. A. U. will adopt a rule which provides that A. A. U. Clubs shall not pay more than a member's actual necessary travelling expenses when journeying to and from competitions, also that no club shall pay any expenses whatever, directly or indirectly, of a member, except when such member is actually travelling to and from competitions, or while he is in attendance at a competition as a competitor. Also that any athlete who shall accept or receive any consideration for services under the guise of expenses (i. e., an excess over actual cost transportation to and from competitions and hotel bills while in attendance as a competitor), shall be ruled as a professional, and the A. A. U. club implicated, shall be dealt with according to article IX, A. A. U. Constitution.

The above is in substance what we are informed is the basis of compromise, and we think it is a compromise which will suit all parties concerned, except perhaps the "favored few" who have been having such a soft berth, and who have been masquerading so long as amateurs.

With the proposed rule in force, the League cannot have the slightest ground for objection to amending rule "G" so as not to be obnoxious to the A. A. U. We congratulate the A. A. U., and we congratulate the League on the supposition that the compromise as shown above will be an accomplished fact.

A CAREFUL perusal of the announcement of appointments of committees will show that the patronage has been well distributed, and that the selection of men that is made shows great care.

Mr. Potter is assigned the Chairmanship of the Improvement of Highways Committee, and associated with him we notice such strong men as Albert Mott and Major Charles L. Burdet.

The make-up of the Rights and Privileges Committee is also strong—Mr. Samuel A. Boyle, of Philadelphia, as Chairman, and Charles F. Cossum and J. S. Dean as associates.

The Racing Board is changed some. Of course Mr. Davol has been re-appointed as Chairman, and Mr. George Collister also received re-appointment as a member of that committee, while Robert D. Garden and W. H. DeGraaf are the new members.

Messrs. George S. Atwater and H. H. Hodgson are assigned on the Hotel Committee.

Mr. Brewster retains the Chairmanship of the Transportation Committee, but his associates have not yet been named.

Taking all in all, we believe that the appointments will give universal satisfaction.

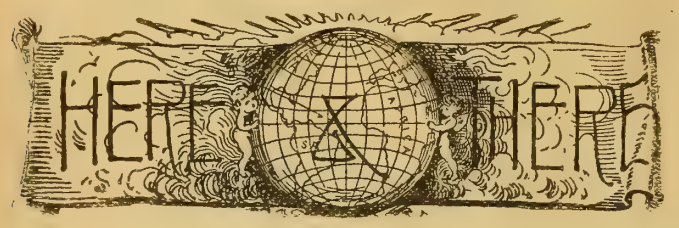
AN individual who signs himself *Pendragon* (English papers please notice this fresh evidence of "American piracy") holds forth as follows in the Buffalo *News*. The italics are ours:

I know of no question on which there is *more rubbish written and time wasted* than the road improvement question. There are tons of paper and barrels of ink thrown away simply to demonstrate the difference existing between tweedledum and tweedledee. Why should clever men waste their time in writing essays and delivering lectures on "A Plea for Good Roads." It is equal to writing a book on "The advantages of Eating" or "The Wisdom of Drinking When Thirsty." *There needs no plea for good roads;* every man, woman and child in the State of New York knows that we want good and better roads. *Nobody needs educating on the subject—nobody asks for information.* but yet certain writers are harping on that one string, as energetically as though the existence of the universe depended on telling the public that two and two added together make four. The N. Y. S. R. I. S. have the work in hand and a bill framed—the text of which I haven't seen, but believe it to be satisfactory, as it is fully indorsed by the L. A. W. Let the work go on and labor be directed into a channel which will do the most good, but don't keep on saying, "We want better roads." Of course we do, and all America appreciates the fact.

This appropriator of an English *nom de plume* is out of place as a contributor to a nineteenth century newspaper. Fancy a sane man standing up and preaching the rank heresy that agitation is rubbish, that education on any subject is nonsense, that information is not needed. Evidently Pendragon (not England's level-headed writer of that name) is a revivified mummy, and probably in his previous existence, some centuries ago, was employed as reporter and knowledge suppresser on "ye paper of ye period." He ought never to have been resuscitated, he ought to have been allowed by Dr. Brown-Sequard to have continued dead. A nineteenth century newspaper man who cries down agitation, education and information is too slow for this age, and he should be buried over again, and with a permanency that would forbid the possibility of another resurrection of his body or his antideluvian notions.

THE *Referee* seems to think that our editorial was misleading, on the question of how the expenses of racing men were to be provided for under the new rules districting the country, and that paper calls on us to "elucidate." We cannot see how we could have been misunderstood. The rules of the Racing Board and the assignment of the States to districts does not make it compulsory on such States to pay its quota to racing men's expenses. The districting as made by the Racing Board, and the suggestion or provision as to how district representative racing men's expenses, will of course be a dead letter if the Divisions composing the districts do not voluntarily endorse the proposed plan.

Action must be taken by the Divisions themselves, either to go in or stay out of the arrangement. If a Division goes in it must pay its pro rata of the expenses, but if it stays out it cannot be assessed. We will say in connection with this matter, that the Divisions should take some action either for or against the district scheme. It should not be allowed to go by default.



BOSTON NOTES

"TONEY."

THE coming season promises to be one of the busiest that wheelmen have for some time seen. Everything points to a busy year in cycling in all its branches, and it must be acknowledged that wheeling is on the increase in this State. There is hardly any doubt whatever but that the work of the different State and national and racing committees has had something to do with the revival of the sport. The excitement attendant upon the last national election and the meeting of the Racing Board has done considerable toward bringing the League before the public. While speaking of this I must not forget the prominent part that our own State committees have taken in the events of the last few months. Did not the Committee on Road Improvements appear at the State House, and during a public hearing urge the appointment of a road commission that shall have full charge of the constructing of the roads throughout the State? Then again, has not our efficient Chief Consul travelled from town to town, putting forward the benefits to be derived from membership in the L. A. W.? All this and something more has brought cycling to the attention of the general public, and sooner or later the majority will be the owners and riders of the wheel.

THE action of the Racing Committee in amending Rule G of the racing code so that, with the sanction of the Board, a club or an athletic organization can pay the expenses of a rider who attends meets or races, has done considerable toward securing a state of quietness amongst wheelmen of this and other States, and perfect harmony between the L. A. W. and A. A. U.

IT seems to be a peculiar yet a significant fact that bicycle clubs in this vicinity are fast dying out. Within the last few months I have recorded the demise of no less than three wheeling organizations, and now I have to record the merging of the Melrose Cycle Club into what will hereafter be known as the Melrose Club. The new organization has in contemplation the erection of an elegant club house, to cost between $14,000 and $16,000. It is expected that the plans for the new house will be ready in time to lay before the April meeting of the club and will probably be accepted as they stand. Somewhat more than half the necessary sum is now in the hands of the club Treasurer, and it is proposed to issue bonds for the balance with the property itself as security.

ARRANGEMENTS are being completed whereby the Boston Press Cycling Club will close the social season by the holding of a smoker at the office of W. W. Stall on Tremont street sometime during the latter part of this or the early part of next month. The Presidents and Captains of the different organizations of the State will probably be invited to attend and listen to fish stories by the most prominent members and guests present.

MR. JACOB C. MORSE, the bicycling editor of the *Herald*, is with the Brotherhood ball player in Savannah, and will not return until about the middle of April.

MR. HERMAN W. HILL, who rides at the head of the Nifty Cycle Club of West Somerville, was born in Machias, Me., November 13, 1868. His parents came to West Somerville while he was quite young, and consequently he received his education in the common schools of that town. Besides captaining this club, Mr. Hill is a prominent and active member of the Sons of Veterans and also of Company K, First Regiment, Boston Light Infantry, and accompanied the latter organization on its trip to Philadelphia in 1887. Although none of his fellow club men hold either road or track record, Capt. Hill is confident that he has men in his command who can cope with many of those who pose as racers.

NEW YORK.

"HAWKSHAW."

YOUR editorial on the L. A. W. vs. A. U. controversay over the amateur question, just fills the bill exactly, and comes nearer to an exact statement of how the whole affair stands than any I have seen. The L. A. W. will accept war from the A. U. only in the hopes of one day obtaining peace; for if peace obtained by strength and justice is great, fruitful and magnificent, peace yielded by weakness and cowardice is sterile, disastrous and dishonoring.

WHEN cycling was an infant, it was looked upon as a sport which was intended for the enjoyment of men alone, and to have mentioned woman in connection with it would have caused such a prophet to have been without honor, not only in his own country, but in any and all others as well. As the infant grew and thrived, he gave evidence of the fact that he was going to become a giant, and the makers, ever on the alert, prepared for him equipments in the form of wheels of many and various kinds. For a while invention ran riot and monstrosities without number were presented as the wheel of the future. Out of all this tomfoolery came the tricycle, and woman's first entry into the Eveless Eden of cycling occurred. What a woeful entry it was, when we look back at it. A cumbersome mess of metal, chains, clutches and wheels, that weighed nearly 150 pounds, was called a tricycle, and to the fairer and weaker sex this was given, with the information that it was plenty good enough for her. The Cycling Solomons of those days declared that it was not becoming that a woman should have a saddle upon her tricycle, because Mrs. Grundy had been known to faint at the mere thought of a woman being mounted upon any other than a side-saddle; that was proper, and nothing else was, so the adventurous wheel-woman of those cycling dark ages, seated herself upon a sort of cushioned bench, from which unnatural seat she propelled that 150 pounds of metal, and strange to say, actually wondered just where the pleasure in cycling came in. Maybe some of my readers don't appreciate the disadvantages these courageous women were placed under, and if they don't they can get a fair idea by sitting on a chair and imagining that to be the saddle on their wheels, and then try to go through the form of pedalling, and that will soon give them an opinion of the impossibility of doing any proper cycling propulsion on any other form of seat than a saddle. Presently a father, a brother or a husband was here and there brave enough to defy Mrs. Grundy and boldly seat their fair relatives upon a saddle, and thenceforth the path of women in cycling became an easy one. From this it will be seen that cycling was the first to induce women to forsake the idea that any form of saddle save the conventional side one was either undignified, improper or incorrect. Now look at the latter day reformers, and see how they are dragging poor Mrs. Grundy off her throne, and hurrying her on to admitting that simply because Catherine of Medici, some couple of hundred years ago, saw fit to invent the side saddle, and to declare that the use of all other forms was indelicate and unfit for women, that it didn't necessarily follow that that good looking though evil monarch might not be wrong in the statement, as she was in most all of her other acts in life. To-day the papers in England and in this country are filled with pictures and descriptions of how woman should ride horseback in the same manner that a man does. Do you think any one of them will give the credit of this rational movement to cycling? No indeed, they will claim it as a child of their own great inventive faculties. But we of the wheel world know different, and are content to let these would-be wise people think they have discovered a new idea, when we have been demonstrating almost the same thing for over eight years.

Now has come that glad season of the year, when the average member of a wheel club is met at the door of the club house, with smiling face and unstreched hand, by those who for the balance of the year can find it necessary to do otherwise than pass the time of day with him. Why is it? You surely ought to know that, or you are not much of a club-man. It is the welcome of the candidate for office, or the kindness of his supporters who are seeking your vote, that causes you to be thus welcomed. Really, now is the season of all others that life at your club is made most pleasant for you, if you are only sharp enough not to let either side know whether you will vote for or against them.

DID it ever occur to you that the majority of articles on cycling that appear in the lay press are usually just about as near correct as a suit of clothes would be, that was made by a shoemaker? The reason for this is, that the average newspaper sends the average reporter, and he isn't a very high standard of ability usually, to write up whatever subject they may desire an article written upon, and when he has done with it, the reader thereof knows just as much about the subject as the writer did when he wrote it, and that is, nothing. I had an example of this myself the other day. I

received a letter from a well-known magazine asking me to call at its office, and upon doing so, I was asked if I could furnish a five page illustrated article upon cycling, especially upon that part of the sport given over to women; I thought I could do just the thing, and I was asked to name my price. I informed the editor that for the work of myself and the artist, whom I would have to employ, that I did not think $100 was too much money. I was politely bowed out of the office, with the information that he would let me know about the matter in a few days. Well, I haven't heard from him yet, but I know the article is being prepared, and I know it is going to be a good one too. The way I am sure of this is, that a short time since, when I was in the store of a well-known dealer, talking to that individual, a gentleman of about the vintage of "72," or in other words, a boy of about sixteen years of age, was shown in, and informed the well-known dealer that he was from the magazine I have spoken of, and that he was going to do an illustrated article on cycling for it. The young man honestly admitted that he knew nothing of the subject, had never seen a safety wheel, or a lady riding one, and he wanted to get full information from Mr. Bidwell concerning the matter. Well, he declared he knew all about it at the end of a five minute conversation, and after receiving the wood cut of a woman's wheel, he went away, to write about and depict the pleasures and advantages of cycling. It is in the hands of such, that cycling suffers, and the writer cannot from his own ignorance of the subject, do either it or himself justice.

ST. LOUIS.

"LINNEUS."

THE directors of the Track Association held a meeting at President Stone's office, last Tuesday evening, for the purpose of arranging for the spring tournament which takes place Saturday, May 24. After some discussion it was decided to have ten events, for which valuable as well as useful prizes will be given, as follows: One-mile novice, half-mile open, two-mile handicap, one-mile safety open, half-mile hurdle, three-mile lap, hundred-yard slow, quarter-mile safety for boys under 14, two-mile safety handicap, one-mile consolation. The date of the annual fall tournament, which had been fixed on August 23, was moved back one week to August 16, on account of too close proximity to the national meet.

FARMERS, lawyers and business men from, in and about Kansas City, filled the Circuit Court room at the Independence Court House recently, when the committee of citizens who are interested in the proposed macadamizing of the principal roads of Jackson County met. After two hours' discussion the committee decided to recommend the voting of bonds to the amount of $1,500,000, with which to make the proposed improvements, and after a few preliminaries are arranged the committee will take charge of the work necessary to have a bond election.

SOME of the farmers near Manchester who live off the rock road, make it a practice of leaving their loads of hay on the road, until the next morning, when they start with them for the city. No one would object to this, were the loads left partly on the side of the road, but when, on dark nights, they leave them in the very middle of the road, thus monopolizing the entire road bed and forcing passing teams off entirely, or if their eyesight is not extraordinarily keen to run their vehicles into the hay wagon, with visions of a smashup, then patience ceases to be a virtue, and it is with difficulty that the American citizen suppresses a good-sized grumble.

THE riding season, which usually opens here the first day of March, has been greatly retarded on account of the unseasonable weather. Rain, snow and sleet have combined to make every one miserable, and riding an impossibility. The Cycling Club announce their first run of the season to Clayton, to be taken to-morrow, but unless the weather moderates, the attendance and comfort of the participants will suffer. During Lent life at the clubs is usually very quiet, and cyclers for the greater part are latgely occupied in improving their minds by large and undiluted doses of the latest cycling catalogues. A decided feeling has set in here in favor of the safety, not only through new riders, but through those who have at different times always stated that they would never discard the ordinary.

CYCLISTS will be glad to hear that some three weeks ago a petition numerously signed by residents of Webster Groves was presented to the County Court for a macadam road to connect the place with the outside world. The road asked for is 4500 feet long, and the road bed is to be 30 feet wide. The County Court referred the petition to the Road Commissioner, with directions to make an estimate as to the probable cost or the thoroughfare, and he replied that the total cost would be $3143. Webster is a pretty little town of 1500 inhabitants, and if the intended improvement is made will be often visited by cyclists.

THE annual bustle and stir incident to the club elections is now over, and never before have better men been installed as officers. The road department of the Cycling Club will this year be in charge of Capt. A. L. Jordan, while W. P. Grath will look after the Missouri's interests. Both men are good hard workers as well as popular among their fellow clubmen. Capt. Grath is working on a circular containing a stirring appeal to the members of his club to aid him in carrying out the work outlined for the season, and will doubtless receive the earnest support of every member. The usual mileage cup and medals will be hung up for competition, and a spirited rivalry is sure to result.

CHICAGO.

"THE STROLLER."

THE Chicagos appointed a committee at their last meeting, to confer with the various other clubs here, and see what could be done in regard to getting the State Division meet here July 4 and 5, and also see what prospect there was of getting all the other Divisions in this racing district to hold their meet here at the same time, in conjunction with ours. The Chicagos' new race track will be in fine condition by that time, and a meet held in Chicago on the 4th would prove a paying one beyond a doubt, if properly managed. However, if anything is done the Illinois Club will have to take the initiative, and the rest of the clubs fall in behind them and give them all the assistance necessary, which the Chicagos seem perfectly willing to do. By the way, when is the Chairman of that committee going to call a meeting for the same? No time should be wasted if anything is to be accomplished in this direction.

THE meeting called by Mr. R. D. Garden, to consider ways and means for managing the coming Pullman road race, on May 30th, was a gigantic success. Some 1300 invitations were sent out, and probably half that number responded and took part in the proceedings. All the clubs in the city were well represented. The Englewoods took the place by storm, marching into the midst of the assembly twenty-five strong, with bamboo canes. The Ashland quartette were on hand, but after a few selections had to give it up, the smoke from the many cigars being too much for them. Among the prominent wheelmen present were Burley Ayres, as enthusiastic as of old and just as flowery of speech, George Hendee, Sloan, Street, Davis and that safety fiend, Johnnie Mason, of the Illinois delegation; Van Sicklen, Barrett, Miles and Root, of the cycling press here; Lloyd, Stokes, Horace Bell, and many more, of the trade.

THE meeting was called to order by President Randall, who nominated President Sloan, on behalf of the C. C. C., for Chairman. President Sloan went to work as modestly as though presiding over the monthly deliberations of his own club. Irwin was chosen Secretary, and then President Garden was listened to with the closest attention while he stated the object of the meeting, and he was given a rousing cheer at the close by all present. In brief, it was thought best to have the handicapping done by one man this year, and Mr. Miles was elected to perform that all important part. There was some lively talk over the limit, the scratch men being in favor of eight minutes, but by an overwhelming vote it was left at twelve minutes, the same as last year, and that a committee of one from each club, with Garden as Chairman, should have charge of the details of the run, each club to elect its representative at their next meeting. The balance of the evening was devoted to the excellent repast served by Caterer O'Brien, interspersed with songs and instrumental music, and as John Thiele said that meeting was a scorcher, and every one got in at the finish, including myself. Herrick says if they had made the limit twenty minutes he would be a sure winner.

THERE were seventy-five couples at the Chicago's dance Thursday evening. That new House Committee seems to be a success in more ways than one.

THE Illinois Club have not yet fully settled their club house question, but probably will this week. They will wind up their social programme with one more dance the last of the month.

SYRACUSE.

"SALINA."

THE Kirkwood driving park is progressing rapidly towards completion. The track has been graded and covered with a top dressing of clay soil. It will be allowed to settle a few weeks, before being rolled and smoothed. Work will commence immediately on the grand stand, club house and stables. James Logan of Rochester who is overseeing the work says the surface of the track will be something like that of Charter Oak park at Hartford, Conn.

THE Rome Bicycle Club has rented the driving park in that city and will hold a tournament May 30, (Memorial Day). They will

offer a gold medal and the one mile ordinary championship of Central New York. The list of events includes a ten mile road race. The Syracuse Cycling Club attended the Rome tournament last season and captured more than half of the prizes, and it may attend again.

I THINK I am safe in saying that nearly every cycling club that has made itself an L. A. W. organization has sometime or other experienced trouble from the fact that a few of its members were dropped from the League for non-payment of the annual dues. According to Constitution, every active member of a League Club is required to belong to the League. Some clubs include in their initiation fees, the admission price and one year's dues to the League. I know of several instances where members have neglected to pay the annual assessment, from having gained the impression that their club dues provided for the League also. To prevent such a misunderstanding in the Syracuse Cycling Club, the L. A. W. consul of this city introduced a change to the Constitution at the last meeting of the club, which provides that the club treasurer shall collect the annual dues of the League with the first quarterly assessment of the club in each year, and foward the same to the Secretary of the League. I offer this as a suggestion to other clubs.

NEW JERSEY NOTES.

"NITRAM."

REFERRING to the *Wheel* article of the 7th inst., under the title of "Great Century Run, 1890," I find that in connection therewith an item from the New York *Sun* is copied, expressing dissatisfaction with the management of the run of 1889, which was in the hands of L. A. Clarke, of the Citizens' Bicycle Club. In criticising this *Sun* item the *Wheel* apparently upholds Mr. Clarke, and insinuates that the Captain of the Plainfield Bicycle Club is the only dissatisfied party who participated in that run. That the dissatisfaction is not confined to any one individual, or to one section of country concerned in the run, is clearly shown in the following item recently published in the Philadelphia *Press:* "Considerable opposition is being shown in New York and vicinity to L. A. Clarke, of the Citizens' Club, as the leader of the annual century run, the wheelmen of Brooklyn and Jersey City being particularly active in the opposition. The century run of 1889 was in some respects most wofully mismanaged, and it is probable that a new leader would be welcomed by the majority of the participants, Philadelphia wheelmen in particular feeling rather sore regarding Mr. Clarke's action on this end of the run. A supper which was prepared at the Continental Hotel, for the participants, was a mere fizzle on account of Clarke's failure to make arrangements for the party to assemble at that place, and a number of runs which had been planned for the following day were abandoned through his refusal to conform to the plans of his entertainers. Indeed, had it not been for the prompt action of Captain Sperer, of the Century Wheelmen, it is doubtful whether the visitors would have seen anything of the riding district of Philadelphia. The Philadelphia riders to a man will own allegiance to a new and more popular leader." This should for all time set at rest the question of dissatisfaction. While Mr. Clarke's intentions were no doubt good, executive power was clearly shown to be lacking on his part.

As to the remark of the *Wheel*, that "the only unfortunate part of the affair is that such damaging and ambiguous statements should get into the public prints," I can see no ambiguity about the statements whatever. On the contrary, they are very plain, and leave no doubt as to their meaning. The "unfortunate part of the affair" has been precipitated by Mr. Clarke, who, upon learning of the general dissatisfaction expressed with his handling of the 1889 run, instead of retiring modestly from any participation in the preparations for this year's, and giving some one else a chance, at least, to show that last year's arrangements could be improved upon, boldly attempts to again push himself forward as a leader. To err is human, but I venture to predict that this season's century run will be under the guidance of some other man than Mr. Clarke. A meeting will be held on Monday evening, March 24th, at the club house of the Brooklyn Bicycle Club, No. 66 Hanson place, for the purpose of organizing the great century run for 1890. I understand that a notice of this meeting has been sent to all clubs interested, and if there is not a large attendance present considerable surprise will be manifested.

CHIEF CONSUL BROWN has just appointed Mr. Frank W. Cramer Local Consul for Camden, Mr. Cramer's predecessor, Mr. B. O. Miller, having been appointed a representative on the Division board of officers. Mr. Cramer is Secretary of the "West Jersey Cyclers," and being ably fitted for the position, will no doubt prove to be a very efficient officer.

IN a little over two months the annual meet of this Division will take place, and from present indications I feel justified in predicting a "meet" that will make every member of this Division feel proud, and the unattached will be flocking in to gain membership with us. The committees who have been appointed are working with great ardor to bring about a success that will be long remembered by all.

THE members of the Elizabeth Wheelmen have been holding a series of club socials this winter in their club house, and they have been thoroughly enjoyed. The wind up one for this season will be held on Wednesday evening, April 16.

THROUGH the death last month of Mr. William P. Burnett, the "West Jersey Cyclers" have lost one of its most popular members. While comparatively a new rider, he bid fair to become the best in the club. As a hill climber he was an expert. A peculiar coincidence arises. He was the thirteenth member of the club, and held that position for a long time, and was often joked about it, but always took it in sport.

THE Hudson County Wheelmen are arranging to hold a theatre party some time during April, to which they intend inviting all the neighboring cycling clubs in this State, as well as New York and Brooklyn. On Tuesday, April 1st, they will have another ladies' night, and on Thursday, April 10th, will be held their monthly "stag." Mr. Theo. F. Merseles, Jr., has offered a handsome silver cup to the H. C. W. member making the best 12 hour road record during the current year.

CHICAGO NOTES.

"ALERT."

I AM not the possessor of that high-class character which would make me turn the other cheek when one is slapped, and I have yet to see the man, correspondent or not, that will not defend himself when attacked. "Self-preservation is nature's first law" is the exact plan under which this broad universe is governed. When this law is satisfied, when the "first person" is provided for, then follows in any order (and that depends on the nationality) my family, my country, my God. This "my family" is broadened to mean, in a great many cases, anyone who takes salt with us, our friends, our clubs, our neighbors, in fact the social circle in which we move. My town, my county, my State, the West is my country.

WHEN one attacks my family he attacks, in a large measure, myself. Although I am not in sympathy with that love-me-love-my-dog policy which has been so forcibly pushed down our throats (in League matters), I nevertheless feel a la John L. Sullivan when a friend is pushed to the wall. Is it not my duty to defend myself? Is it not bad form to commit suicide? Is it not my duty to defend my friends? If this is not so then I must plead guilty to the crime of writing to fill space, but if these *are* true I cannot see that I have done wrong in defending my friends (who, by the way, have no redress, as they are not correspondents), and thereby lay myself open to be criticized by No. 16 937.

I HAVE not been aggressive in my scribbling, I have been on the defensive entirely, and I challenge anyone to disprove anything I have ever written. Mayhap the town which the writer (16,937) hails from might explain his statement regarding the "petty quarrels of the two Chicago correspondents and their respective clubs," as New York of late seems to have very little use for the West in general and Chicago in particular.

I HEARTILY agree with the gentleman in his statement of things, and I have tried to the best of my ability to keep my skirts clear, but whether I have succeeded or not is for my contemporaries to say. If the editors of this paper will search their files of some six months ago I think they will find a letter from the subscriber which outlines almost verbatim what 16,937 has said. The fact is that most men write what their associates will read and praise them for writing, and this must go on until such time as the editors refuse to publish their stuff and make havoc among their notes with their blue pencils, or when the dear public as a whole frowns upon the practice.

TAKE cycling papers as a whole, and their notes of regular correspondents, look like country papers of five hundred circulation, when each little burg of two families will send in the doings of said burg replete, with all the self glorification that can be crowded into so small a space. Did you ever notice the style adopted by most cycling writers in attempting an answer to some one who has had the misfortune to come within range of the correspondent's bad eye? He begins by calling his "brother" a fool, notwithstanding the Bible's mandate against such a course. Next he attacks his honesty, then he accuses him of ignorance, and winds up with a scathing denunciation that although it may lack quality, never lacks quantity, and misses the original object of his



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The Lancaster Pike Record, November 5, 1889. Distance 15 3-4 miles. Time, 47m. 41 4-5 sec.

On Lancaster Pike, December 5, 1889. 5 miles. Time, 15m. 45 sec. (5-mile road record for this country.)

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attack entirely. Some writer has said that things move in cycles, first down, then up. Cycling is favored with some very fast men one year, and the next has no fast men, but a few that are commonly designated by the word "Dub." Art moves in just such a manner. The Old Masters were succeeded by a far inferior class, who lived and flourished on their masters' reputations.

WHO can tell? who can tell? Things in general climb up the ladder of fame, until they reach a more or less exalted position, when they take a header into chaos and there grope around seeking the ladder, preparatory to another climb. Who can tell that cycling correspondence is not now trying to reach the first rounds of the ladder? And I think "Hawkshaw" is a few rounds in the lead of his contemporaneous writers.

BALTIMORE.

"NORVAL."

AT the annual meeting of the stockholders of the Maryland Bicycle Club, Baltimore, Md., on March 8th, the Treasurer's report showed that over $4600 had been collected from dues, initiations, games and fines, which was $1800 in excess of the actual expenses of running the club for the year. The most of this surplus has been expended in making permanent improvements. The names of the trustees who were elected for the ensuing year were published in last week's issue. At a meeting of the club on March 10th officers and committees were elected. The club has leased for one year a building within one-eighth of a mile of Arlington Station, as their country club house. Five acres of land adjoin the house, and there will be ample room for other outdoor sports.

THE eighth annual banquet of the club was held in their club house on Mt. Royal Terrace, on Friday night, March 14th. About seventy members sat down to the banquet. It was gotten up in a neat and rare style. The tables were in the gymnasium and were tastefully decorated. Those who responded to toasts were President Linton, "The Maryland Bicycle Club"; Albert Mott, "The Cycle as an Aid to the Business Men"; Albert Kenly, "Headers"; B. H. Haman, "Roads." Samuel T. Clark acted as toastmaster. Captain W. E. Swindell and others sang songs.

CHIEF CONSUL ALBERT MOTT, of the Maryland Division, has been appointed by President Dunn as a member of the national Committee on Highway Improvement.

AT the present writing, the bill for the appointment of a State Engineer for the State of Maryland, is still in the hands of the committee to which it was referred by the State Senate. The session of the Legislature is nearing an end, and the committee's action upon it is waited with much uneasiness.

PORKOPOLIS NOTES.

"STAR."

THE editor of a cycling paper is often placed in an embarassing situation, for if he excludes certain items he may offend the correspondent, and if he prints them he may tire the reader. The wheelmen, in localities where the local press devote considerable space to cycling, are not dependent on the WORLD for local news, still as some outsiders would like to know what is transpiring in different parts of the country, purely local news cannot always be excluded. In other localities where the few inches grudgingly allotted to the wheel must often give place to a thrilling account of a dog fight, the wheelmen must look to the WORLD for his news. The correspondent should remember, however, that when he speaks he has the whole League as an audience, and should hesitate before asking them to listen to what may be of doubtful interest even to the local reader. He should endeavor, in treating of local news, to emulate the example of him who could make the doings of even a Sancho interesting. That is—if he can.

A NUMBER of our wheelmen who live in the suburbs have ridden into the city every day this winter—in the cable cars.

The Kentucky Senate have passed a bill which will make considerable reduction in the tolls charged on the Lexington pike, and may possibly prevent the Turnpike Company from collecting toll from the riders of bicycles, unless they class them with sheep and hogs.

CHIEF CONSUL MUCH ABUSED HIGH has lost considerable sleep, and grown perceptibly thinner since the Illinois Division passed Ohio in point of numbers. He has been busily engaged in devising schemes to increase the membership of the Division. Holding the meet in Cincinnati will no doubt materially aid in this increase, as it is believed that by August 1 this city will have over 300 L. A. W. members instead of 140 as now.

FIVE HUNDRED DOLLARS in prizes will surely be sufficient inducement to bring a great many to participate in the Poorman road race to be run on July 4th. The entry fee will be $1.00, and the money arising from this source will be used to purchase a gold medal for the one making the fastest time.

THREE new bicycle clubs in one week will do very well for such a small place as this. The seceders from the Kentons organized a club, but have not yet selected a name. A new club has been organized by Charley Hampson and called the Buckeye Wheel Club. And last, but not least, the "Porkopolis" Wheelmen, whose organganization has created so much talk and comment, has been ushered into existence with vigorous members and a strong constitution. The influence of the coming meet is evidently already being felt.

THERE is another kind of wheelman here who soon gives up riding. He is one who, within three weeks after learning to ride, undertakes to run to Hamilton. In the first place he has had no experience on the road and does not have his wheel thoroughly under control. Secondly, he is not properly dressed, probably starting out on a very hot day with a starched linen shirt and a standing collars; and lastly he neither knows how to save his strength by adopting a proper pace or by picking out smooth places to ride on, and consequently if he does succeed in reaching his destination he is so thoroughly exhausted when he arrives that the very sight of food is repugnant. He probably returns on the train, and can never again be prevailed upon to drive his wheel beyond the city limits, and as riding through the city soon becomes monotonous, it is not long before he gives up riding altogether.

THE Chamber of Commerce have sent a delegation to Columbus to urge the passage of the Boulevard Bill, and it is sanguinely asserted that that part of the canal lying within the city limits will soon be a reminiscence.

NEWS AND COMMENT.

THE Columbia Bicycle Club of North Attleboro is a club that has the reputation of doing everything up brown when it undertakes "to do." We have before us programmes of the ninth aunual ball of this club, and it is one of the prettiest souvenirs of the kind we have ever seen. The front cover, which is of thick Bristol board, contains minature photographs of all the nine club officers, while the back cover contains a fine photo of the club dog "Mickey." A heavy pink silk cord holds the programme together. The decorations of the hall are described as being very fine; the club colors cherry, purple and old gold being used in profusion in the decorations. A large number of the North Attleboro elite were in attendance, and when the band played "Home Sweet Home" the hands of the clock pointed to 4 A. M.

THE Hartford, Ct., Wheel Club, at their regular meeting last week, voted unanimously to join the L. A. W. as a club, although many of the members had joined as individuals before.

ANOTHER case of "American piracy and outrage." Goodman calls his paper the *Cyclist* and all England is aghast. Really we begin to think that certain insular individuals have a claim on the whole earth, and that by and by we poor, benighted, paint-bedaubed, feather-bedecked Americans will have to get a special permit from English parents before we can name our own children. Excuse us for living, *please*.

BUFFALO will surely give a tournament soon after the League meet at Niagara Falls. The date is not yet fixed, but we hope when it is that it will not conflict with the Hartford or Peoria dates.

MR. WILL F. POND is evidently an optimist of the most decided stripe. After describing Prof. Carl Meyer's device for a flying bicycle he says: "There appears to be no tangible reason for doubting that the problem of the air machine is solved at last, and that before the World's Fair is held there will be a series of mechanical flying machines before the public, as cheap or even cheaper than a road bicycle, and with even less chance or danger of accidents."

THE Memphis, Tenn., Wheelmen are making arrangements to hold a 100-mile road race sometime during the latter part of this month. Among those who will participate will be Wood, Dupree, Scott, Sawyer, Black and the two Whitmores. The course will be laid out on the Poplar street boulevard. Our correspondent names Wood as the probable winner.

"NOSTAW," of Bridgeport, Ct., writes: "In reading the letter of 16,937, which appeared in last week's issue, I was deeply impressed with its contents. The suggestions offered by 16,937 are, in my opinion, good ones, and well worthy of adoption. I think, however, that the criticism of the correspondents who are inclined to localize about all their matter, is a little harsh. A change as suggested by 16,937 would no doubt be a good thing, and would

tend greatly to aid in the intellectual advancement of the many readers of the WORLD. There are, however, a large number who much prefer the local system, and in order to overcome this prejudice, a change as suggested must be a deliberate and not a hasty one.

A NEW HAVEN, Ct., paper says: "The Yale College Bicycle Club has taken no action in regard to the challenge received from Harvard, and has not replied to the invitation of the New Haven Bicycle Club to hold a race with Harvard on the occasion of their annual meeting on June 9." Come, come, Yale, brace up; we want to see the Dark Blue active in cycling matters this year. It won't do to let the Crimson carry off all the collegiate cycling honors without an effort to prevent.

THE Troy, N. Y., Bicycle Club had a regular time on the occasion of its late election. It was quite like a "regular election," as carriages were used to convey the dilatory, "the lame" and "the aged" members to the polls to cast their votes. It was a close call, but the losing side found out that their goose was Cooked.

MISS LILY WILLIAMS, the professional bicyclienne, has arrived in this country, and is anxious to meet any female cyclists for any distance for any purse up to $1000. Miss Williams claims to have made 100 miles on the track in 6h. 20m., in Paris, France. Quite a tidy record for Mademoiselle.

BUFFALO is anxious to have one of the series of the Lumsden-Campbell races, should arrangements ever be completed between the Eastern and Western cracks.

MR. LOUIS BLOCK, of Denver, Col., after a long sojourn in the East, sighed for the free, fresh air of the Rockies, and hence he has scraped the mud of the Hub from his overshoes, and hies him back to the city and friends which he loves so well.

"IT pains me," writes "Nostaw," of Bridgeport, Ct., "to note that 'Stroller' in a recent article referring to the departure of one of Chicago's prominent wheelmen on a visit to friends in the East, felt called upon to use the term 'effete East,' in naming the source of his destination. Does 'Stroller' mean that the East is becoming dormant and losing its well-established energy? If so, he has only to visit a few of our thrifty Eastern cities, when he will quickly see the error of his ways. He should also remember that as the East is the father of the West, it is entitled to due respect on that account. It is hardly fair or consistent for our Western neighbor to apply the above adjective to the East, when such ready offence is felt if the West is referred to as having a 'Wild and Woolly hue.'"

THE Yale bicycle team for 1890 will consist of Messrs. Clark, Wade, Stanley, Thomas and Kuntz.

PEORIA will hold its annual meeting September 12 and 13th.

A CORRESPONDENT from Bloomington, Ind., writes: "May I suggest, as a contribution to the road crusade, that an effort be made to interest the United States Secretary of Agriculture in the work? From his department flows a continuous stream of farmers' bulletins. Why could not one of these contain points on "Improvement of Highways," and similar matter? The farmers and local press would be reached by this means."

IT is always good policy to support those who support us, and in this connection we notice that Governor Ladd of Rhode Island is up for re-election. Governor Ladd has always been an ardent supporter of roads improvement measures, and we hope therefore that the cyclers of Rhode Island, irrespective of party, will see it to their interests to support the Governor. We do not believe that it is the mission of a cycle paper to enter politics, but out of appreciation of the Governor's efforts we can but call attention of wheelmen of Rhode Island to Governor Ladd's position on this matter.

THE Bay State Bicycle Club, of Worcester, Mass., will hold a tournament at Agricultural Park, on May 30.

THE English papers are kicking up a "bobbery" because Mr. Goodman names his paper the *Cyclist*. We think this is drawing it pretty fine. One paper is a monthly and is published in America, and the other is a weekly and is published in England. The interests can scarcely conflict. Were they both published in the same country then we think there would be some cause for complaint.

IN another paragraph we speak of the position of Governor Ladd of Rhode Island on the roads improvement question, and while we repeat that politics should not be discussed in cycle papers, yet we would like to see cyclers a unit in the support of all candidates, for *State* and *local* offices, who are in favor of roads improvement.

THE San Francisco, Cal., *Examiner* tells the following blood curdling story: "Flee, flee to the mountains! Wait not until the flood pours in and overwhelms you. Lose no time, but gather your goods and your families and escape while there is time." This was the cry of a cadaverous, but muscular young man, who appeared upon the streets this afternoon, riding a bicycle with frantic energy and crying aloud to the people as he speeded by. His head was bare, his hair flying in the wind, and his features were distorted with excitement as his feet pumped the pedals of the bicycle. "Prepare for the day of doom!" he shouted. "Lose not a minute. Flee to the mountains, for an awful fate is about to fall upon the sinful. The righteous will be saved. They are the believers and will heed the warning, but the unrighteous unbelievers will scoff the warning and will be swallowed up. Flee, flee to the mountains!" With this awful cry the bicycle rider sped through the streets of Oakland, shouting his words of warning. The prophet of disaster was Bennett, the bicycle evangelist, who as a disciple of Mrs. Woodworth, the recent trance and convulsion revivalist, has set out with his two-wheeled conveyance to promulgate her prophecy of the coming flood that is to destroy San Francisco, Oakland and Alameda." * * * It seems that certain revivalists had prophesied the destruction of the above named places on March 14th, by earthquake and tidal wave. Up to date the wires have *not* verified the prophecy.

IT is a common remark to hear a man say, "if I could only ride a wheel like such a one." If these men only knew how easy it is to learn to ride, and the small amount of danger attending it, they would be surprised. Any man who can read, write and walk straight can learn to ride in from two to three lessons, and two out of three learn in one lesson. To such we would say, don't make a mole hill into a mountain.

A SCHEME is now being agitated in various parts of the State of Ohio for naming the country roads and numbering the farm houses as houses are numbered in the cities—putting up sign boards at the corners, and in fact making it in every way possible and easy to find a given point in the rural districts.

THE Lynn *Item* waxeth wroth because "a Boston paper" stated that interest in cycling was dying out in Lynn. The *Item* acknowledges that Rowe's little affair with Temple rather threw cold water on the "racing interest" and it gives the "veteran Pitman" a good send off in the following item: "Will Pitman was the only rider who ever gave Boston any legitimate prestige to bicycle riding, and he has resided in New York for a number of years. It is, therefore, rather poor grace to twit a comparatively small community like Lynn for not upholding the sport, backed, substantially, by interested parties from abroad."

F. M. BRINKER, of the Buffalo Bicycle Club, and W. F. Gassler, Jr., of the Niagara Falls Bicycle Club, have signed articles and posted forfeits at the *Courier* office for a series of three safety bicycle races, quarter-mile, half-mile and mile. The first race will be the quarter-mile and will be run at Niagara Falls on June 7; the second, the mile contest, will take place in Buffalo June 14, and if a third race is necessary the winner of the second will have the privilege of selecting the place at which the deciding half-mile race will be contested.

PRELIMINARY arrangements are being made by the Syracuse, N. Y., Cycling Club for a grand opening of its new club house, into which the club will move May 1st. All sorts of plans are current, prominent among which are a stag banquet, a reception to the members and their lady friends, the entertainment to include dancing; and an amateur theatrical performance and supper. Suggestions of having progressive whist or euchre, with refreshments and music have also been heard. After the club is fairly settled in its new quarters, it has been proposed to give a series of parlor minstrel entertainments by the club talent, which made such an enviable reputation a year ago, the programme to be varied by a change of end men each evening.

THE resolutions which came before the New York City Board of Aldermen, to pave certain streets with asphalt, was lost at the meeting of the board last Monday. There were three resolutions calling for the laying of asphalt pavements. The first was to pave Eighty-fifth street from the Boulevard to Riverside Drive; the second, to pave Eighty-eighth street from the Boulevard to West End avenue, and the third to pave Eighty-ninth street from the Boulevard to West End avenue.

THE Philadelphia *Item* suggests a race to the bicyclers, to be known as the "Philadelphia Champion Five Mile Bicycle Race," and to take place on April 4, 1890, and to be from Haverford to Bala. To be open to all. Start about 3 P. M. The *Item* will give the prize.

A WRITER from Little Falls, Minn., states that things in his section are not conducive to enthusiasm in wheeling matters. To use his words, "cycling is very, very dead, very cold, and the thermometer ranges from ten degrees above zero to forty-five degrees below. Here we know what vile roads are, the vilest the good Lord ever let the sun shine on." Not a cheerful picture from a cycling point of view.

THE Portland, Me., Wheel Club is in a prosperous condition, as exhibited by the report of its Treasurer at the annual meeting held last Monday evening. Officers were elected for the ensuing year, and a monogram badge adopted. Afterward, a substantial banquet was served at the Preble House, followed by interesting post prandial remarks.

THE Buffalo *Courier* says that "Major Knox-Holmes, the veteran English cycler, *aged 32, is still active.*" Italics ours. The Major is 87 years of age, nearly three times the age as given by the *Courier*.

A PAINFUL accident occurred to Mr. W. W. Bennett, one of the most active League workers in Erie, Pa. It seems that Mr. Bennett was going home at 12, midnight, last week, when he accidentally fired a bullet into his foot. He had a revolver in his overcoat pocket, and it was supposed that in handling it the hammer was raised. Officer Applebee assisted Mr. Bennett to the office of Dr. Strickland, who found that the ball had struck on the instep and had flattened on the bone The bullet was extracted, Mr. Bennett bearing the painful operation without shrinking from the instruments that were inserted in the wound. As above stated Mr. Bennett was very active in League work. He had already the pledges of some twenty-five wheelmen to join the L. A. W. after the "ides of March."

THE Boston Bicycle Club, to the number of about twenty-five, sat down to its twelfth annual dinner, at the Tremont House, on Saturday last. The dinner was very informal, and no regular speeches were made except by Dr. Emery, who gave one of his stirring appeals for the League. The Boston Bicycle Club will hereafter admit only wheelmen to membership. The new officers elected were E. C. Hodges, President; J. S. Dean, Secretary; and W. G. Kendall, Captain.

PRESIDENT DUNN is still East, looking after League affairs. He will stay here until matters in this section have been fully settled as to plans and policy to be pursued during the coming year.

THE EUROPEAN TOUR.

A REQUEST.

So many have written me in regard to above tour that I am fearful I may not have replied to all as fully as necessary. I would esteem it a favor if all having the tour in contemplation would let me know *at once* how they stand in the matter, Twenty are already booked, and, of course, the above does not apply to them.

Respectfully, F. A. ELWELL.

THE MASS MEETING AT UTICA, N. Y.

BY special delivery we received a full report of the great mass meeting, held under the auspices of the New York State Roads Improvement Association, at Utica, N. Y., March 18th. We regret that we cannot in this issue give the report of Secretary Potter and some of the speeches in extenso; as it is we have held forms open to give an epitomized report.

The meeting was called to order at 2.30 P. M., in the Board of Trade rooms, at Baggs' Hotel, by Mr. C. G. Wood, who stated the object of the meeting.

Over one hundred representative gentlemen were present, and the meeting must be pronounced a success in every way.

Secretary I. B. Potter read letters from ex-Assemblyman C. M. Titus, President of the Tompkins County Agricultural Society; Clinton Stevens, President of Franklin County Agricultural Society; John O. Blauvelt, Spring Valley; A. B. Lawrence, President of New York State Association of County Agricultural Societies; President Charles K. Adams, Cornell University; New York *Evening Post;* August Dennison, President Washington County Agricultural Society; John H. Myers, President Clinton County Agricultural Society; E. D. Mosher, President Cayuga County Agricultural Society; Hon. F. G. Donovan, of the State Board of Arbitration.

Mr. Potter then read his report, which was listened to with great interest, and we only wish we had time and space to give it in full.

Much intelligent and interesting discussion then arose on the best ways and means of obtaining good roads, the advisability of taxation and the width of wagon tires. On the conclusion of the discussion the following resolutions were adopted without dissent:

Whereas, It is evident from practical observation of all our citizens, and from numerous communications received by this association from representative men in all parts of the State, that the public roads in the present condition are not only unfit to serve the ordinary purposes of internal commerce, but that the system of laws under which these roads are now maintained is wholly inadequate and unfit for the purposes of the Empire State; therefore

Resolved, That it is the sense of this meeting that the present Legislature should take immediate and thorough action by the passage of such bill or measure as will provide for the revision of the present laws or the enactment of such general laws as will insure to the State a system of public roads of permanent and superior character; and to this end further,

Resolved, That it is the sense of this meeting that the Legislature should proceed with all convenient zeal to ascertain and pass such bill as will effect an improvement in the general laws relating to the making and maintaining of the public roads in this State; further,

Resolved, That a copy of these resolutions be sent by the Secretary to each of the legislative and the executive departments of the State government.

A recess was then taken until evening.

The Association was called to order at 8.15 and the Special Committee appointed at the afternoon session to recommend some form of bill to be presented to the Legislature, submitted the following resolution, which was adopted:

Resolved, That it is the sense of this meeting that a beginning should be made at once in improving the roads of this State, and that we recommend the passage of the Senate bill No. 300, introduced by Senator Richardson, and now before the Legislature, provided that the bill be amended so as to provide for the maintenance of the roads improved by the State.

This bill No. 300 provides for a loan of $10,000,000 by the State at a rate of interest not exceeding 3 per cent., to be expended in laying out and building State roads outside cities and incorporated villages. The act to be submitted to the people at the next general election.

The committee also reported in favor of the Weller bill, entitled: "An act to extend the powers of Boards of Supervisors over highways and bridges in counties other than New York and Kings." The bill provides that the Board of Supervisors in every county in the State except New York and Kings shall have the power to declare main thoroughfares to be county roads, and thereafter such roads shall be cared for by the county. The Supervisors are empowered to borrow money to build or repair roads and bridges, but in no case shall the tax exceed 3 per cent. of the assessed value of the property in the town. They are given power to open new roads and to acquire lands for that purpose, and to have a map made showing the principal highways, which shall be filed in the County Clerk's office. When roads have been in whole or in part macadamized by a town, such town shall receive a fair equivalent for the expense. The Supervisors shall have power to regulate traffic and travel on county roads, prescribing the weight to be carried and the width of the tire of the vehicles to be used thereon.

The association voted in favor of the Weller Bill.

OFFICERS ELECTED.

Chairman Kinney of the special Committee on Constitution and Nominations reported in favor of the following officers, who were duly elected: President, Wm. A. Sweet, Syracuse; Vice Presidents, A. W. Thayer, Cooperstown, Otsego County; Charles J. Edic, Marcy, Oneida County; John O'Donnell, Jamaica, Queens County; William Budlong, Schuyler, Herkimer County; Arthur S. Hamilton, Rochester, Monroe County; Peter Collier, Geneva, Ontario County; Addison J. Loomis, Cicero, Onondaga County; J. H. Durkee, Sandy Hill, Washington County; J. H. Myers, Plattsburg, Clinton County; E. D. Mosher, Mapleton, Cayuga County; A. B. Lawrence, Warsaw, Wyoming County; C. M. Titus, Ithaca, Tompkins County; William H. Robb, Amsterdam, Montgomery County; N. W. Townsend, Bergen, Genesee County; Lewis E. Gurley, Rensselaer County.

Trustees—W. H. Richardson, Henry J. Coggeshall, F. O. Chamberlain, H. H. Freeman, Thomas E. Kinney, J. Y. McClintock, Thomas R. Proctor, A. R. Egerton, John B. Weber, Adin Thayer.

Secretary—Isaac B. Potter, New York.

Treasurer—Charles W. Wood, Syracuse.

The Board of Trustees was empowered to appoint a Vice President from all counties in the State not included in the list made out.

The special committee submitted a Constitution and By-Laws, which were duly acted upon and adopted. The object of the association is to improve the public roads of the State. To this end it proposes, first, by every proper means to increase the knowledge of the public and stimulate its interest concerning the advantages of good roads, and the manner of constructing and maintaining them; and, second, to procure by appropriate legislation a change in the present laws governing the construction and maintenance of the public roads. Any citizen of good moral character to become a member on payment of one dollor for annual dues, or a life member on payment of $10. The By-laws provide that the annual meeting of the association shall be held on the second Tuesday in January, at such place as the trustees may select. Special meetings of the association may be called by the Secretary at the request of the

President, five trustees or fifty members of the association. Twenty-five members shall constitute a quorum.

After further discussion on the science of road building, etc., the association adjourned at 10.45.

ROADS IMPROVEMENT IN RHODE ISLAND.

No less than five bills have been introduced into the Rhode Island Legislature by the Rhode Island State Roads Improvement Association, the Gentlemen's Riding Club, and the Rhode Island Division L. A. W.

One is entitled "An Act Providing for the Construction and Maintenance of Improved State Highways"—a comprehensive title, and meaning just what it says. A State Board composed of the Governor, Lieutenant Governor and the State Commissioner of Highways and Bridges.

This Board to select the best location of highways by reason of use, location and commercial importance, these selected routes to be improved and maintained at the State's expense. Another bill provides for the repairs of bridges and highways other than those the State proposes to build and maintain. Another bill regulates the width of wagon tires, the bill to take effect January 1894 for any wagon now built, but all wagons built hereafter must be provided with tires according to the following:

The width of tires upon every wagon or vehicle drawn by one horse shall be three inches; by two horses shall be four inches; by three horses shall be five inches; by four or more horses shall be six inches; provided, that every wagon or vehicle dumping at the rear shall add to the rear wheels one more inch in width to the respective standards above prescribed.

Still another act provides for the erection and maintenance of guide boards. Finally, an act creating a State Commissioner of Highways and defining his duties, which seem to be to give information and advice on all matters appertaining to roads, and to inspect same and pass upon the condition thereof.

RUDGE vs. STODDARD, LOVERING & CO.

A visit to the American house of Messrs. Stoddard, Lovering & Co., and inquiries as to the position of affairs, we found that they had no further information to impart other than that already given that judgment had been found against them to the amount of £5000, and that they had appealed to a higher court, and were confident that a reversal of the decision of the lower court would be obtained.

The English papers are at hand, and contain more or less in full the proceedings of the Court. It seems to be a case of contract, Messrs. Stoddard, Lovering & Co. claiming that they acted as importers, and in consideration of the buying of a certain number of machines each year the Rudge people were to give them the exclusive right to import. Finding the business unprofitable Messrs. Stoddard & Lovering decided to stop importing, and after giving Rudge notice and ample time and opportunity to place the agency elsewhere, they sold the stock on hand to the Pope Mfg. Co., as they claim they had a right to do, as they (Stoddard, Lovering & Co.) had been to all the expense of establishing the business, and had not been helped by Rudge financially to so establish the business. The Rudge people claimed that by this action of selling out to the Pope Mfg. Co. they placed an enormous connection into the hands of the plaintiffs' rivals in trade, and for a time put an end to the plaintiffs' American business. The plaintiffs had to start *de novo* in America, and to lose two years in establishing their business, hence they would be entitled to substantial damages.

A DECISION vs. A CYCLIST.

We received the following, taken from a Memphis, Tenn., paper:

"In a damage suit brought by Carroway against Bahram and Schwab, two local cyclists of Nashville, Tenn., whom plaintiff alleges frightened his mule with their wheels, causing injuries to himself and members of his family, who were in the vehicle, a judgment was reached to-day. According to this judgment Schwab is relieved from all liability, but his companion, Bahram, is ordered to pay to plaintiff damages in the sum of $200. This was the first case of the sort to arise in Tennessee."

We have not all the facts in the case, we therefore cannot give an opinion as to the legality of the decision. If Mr. Bahram were using the highway in a proper way, and the mule became frightened simply because he did not like the looks of the bicycle, then we say the decision can be reversed. We would like to have the particulars, as a matter of record.

The following clipping from *Dental Office and Laboratory* is sent us, and the query is made, why cannot certain parts of cycles be made of magnesium? We reproduce the clipping and then we will comment: "Magnesium is one-third lighter than aluminum, at the same time more dense, harder and tougher. An article made from German silver weighing 5.5 kg. weighs only 1 kg. if made of magnesium. Atmospheric influence is about the same on magnesium and aluminum, but while alkalis, such as ammonia or soda, attack aluminum considerably, magnesium is not affected by them at all. Magnesium is worked into objects having sharp edges, screws, etc,, more readily and with better results. It takes a high polish, is readily hammered and rolled; can be swaged or pressed like tin into any shape. It is at present about one-fifth cheaper than aluminum." We doubt if magnesium could be used in the manufacture of cycles in sufficient quantities to materially reduce the weight of wheels. It could not be used in tubing, hence the frame must be of steel. For rims it would be useless, and so it could only be used in the smaller fittings, if at all, and hence its application would be of no practical value in reducing weight.

CORRESPONDENCE.

[*The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.*]

AN APPEAL FROM MISSISSIPPI.

Editor Bicycling World: For three years I have worked and struggled to make Mississippi heard and known of in the L. A. W. I spent my money freely in advertising the League, and at night away from my business I wrote letters to every little city in this State, laying before them the grand advantages of the L. A. W. and good roads. The first year I enrolled seventeen members, the second we had eleven, this year we have only eight. Why is this? I will tell you.

1. The League meets are all held in the extreme East and we must lose in travel alone seven days attending them.

2. All our officers might as well be in Europe "to us" for the attentions they pay us.

We must come nearer them or they us, or we are a "dead letter." We have over 100 wheelmen in the State and I must have assistance in the form of a boom, or I must give up.

Why cannot we have the next meet at St. Louis, New Orleans, Memphis or Louisville?

I would like to hear from Consuls Bernays, Hodgson, Lamb, Tennessee, and if the majority overrule these points we will not make any complaint, but we must have a meet in May, where all our southern wheelmen can participate.

There will be a meeting of the Greenville Wheelmen, Monday night, for the purpose of discussing a southern meet.

Will Texas, Louisiana, Arkansas, Tennessee and Kentucky express their views as regards a southern meet, and the point at which it should be held and when.

George Clarke,
Chief Consul Mississippi.

ROUTE GIVEN.

Editor Bicycling World: I enclose information on the two routes asked for by L. A. W. 17,396, on page 444 of your last week's issue.

I have been over these roads twice, and think the information almost correct.

WHEELING, W. VA., TO BALTIMORE, VIA NATIONAL PIKE.

Wheeling, W. Va., Hotel McLure, to West Alexander, 15 miles, level, fine; West Alexander to Brownsville, Pa., Hotel Barr, 41 miles, very hilly, good, via Washington, Pa., and Claysville 17 miles, and Hillsboro 12 miles; Brownsville to Uniontown, Hotel McClelland, 12 miles, very hilly, fair; Uniontown to Frostburg, Md., 52 miles, mountainous and dangerous, summit 6 miles, Summerfield 16 miles, Petersburg 4 miles, Grantsville 12 miles; Frostburg to Cumberland, Hotel Windsor, 11 miles, level, fair; Cumberland to Hancock, 40 miles, hills and mountains, poor; Hancock to Hagerstown, Hotels Hamilton and Franklin, 26 miles, hilly, fair; Hagerstown to Frederick, 24 miles, rolling, fine; Frederick to New Market, 7 miles, rolling, fine; New Market to Baltimore, Hotel Carrollton, 40 miles, rolling, fair; total distance, 268 miles. Straight through from Frostburg, Md., follow telegraph poles.

From New Market to Washington, D. C., via Mechanicsville, is 40 miles.

BALTIMORE TO PHILADELPHIA.

Baltimore, Md., Hotel Carrollton, to Bel Air, 23 miles, pike, rolling, fair, via Harford Road; Bel Air to Lapidum, 14 miles,

clay, rolling, fair; Lapidum to Port Deposit, cross Susquehanna on tug boat, 15 cents; Port Deposit to Oxford, Pa., 16 miles, clay, rolling, good; Oxford to Avandale, 11 miles, clay, rolling, good; Avandale to Kennett Square, 5 miles, clay, rolling, good; Kennett Square to West Chester, Hotel Mansion, 12 miles, clay, hilly, good; West Chester to Paoli, 9 miles, clay, hilly, fair; Paoli to Philadelphia, Hotel Colonnade, 14 miles, pike, rolling, fine; to Colonnade Hotel, 5 miles, 52d to Park to 25th street, to Hamilton to 22d to Filbert; total distance, 109 miles. FRANK G. LENZ,
Pittsburg, Pa. L. A. W. 14,866.

"SETAGAG" SAT UPON.

Editor Bicycling World: In your issue of February 7th, your correspondent "Setagag," in his notes on Buffalo cycling matters, makes a personal attack upon the Ramblers' First Lieutenant, Mr. W. V. Houck. At the monthly meeting held March 4th, the undersigned was instructed to notify you that aforesaid correspondent does not voice the sentiment of the club, and it was unanimously resolved that you be requested to state that no such sentiment exists towards the First Lieutenant, and request that in the future you publish no personal attacks upon the character of our officers and members. I have the honor to be,

Very respectfully, RICHARD F. KELSEY,
March 12, 1890. Corresponding Secretary.

ROUTE WANTED.

Editor Bicycling World: Would like to hear, through the columns of the WORLD, from some wheelman, regarding best route (one of interest) and condition of roads from Chatanooga, Tenn., via Mammoth Cave, to Louisville, Ky. Respectfully,

R. S. PRUNTY,
Grayville, Ill. L. A. W. 18,737.

"TONEY" IS CORRECTED.

Editor Bicycling World: In the last number of the BICYCLING WORLD your correspondent "Toney" makes a series of misstatements about Messrs. Davis and Bailey, and the Harvard Bicycle Club, that, in justice to them, ought to be corrected. He says: "it will be remembered that at the last interscholastic meet, Davis and Bailey, of Harvard, were disqualified for racing on safeties against ordinaries. Although it is rather late to refer to the matter, it may be well to state that at that time the Harvard men, and in fact all the members of the interscholastic had great respect for the rules the L. A. W., which, I am sorry to say, they have not at the present time. The managers of the meet had promised the general public that these two riders (who, by the way, were two of the main drawing cards) should race in this event. Had they not promised this the riders would have been allowed to withdraw, but as it was, the managers felt in duty bound to insist on their riding. Now that the racing committee of the L. A. W. have amended rule G, the college men are highly indignant and claim that it was aimed at them. They propose to enter racing representatives of both the Bicycle and Athletic Clubs of the college, and if need be, allow the Athletic Club to pay the expenses of its racing men."

In the first place neither Mr. Bailey nor Mr. Davis ever rode in an interscholastic race. Doubtless "Toney" referred to the intercollegiate race.

In the second place, all the Harvard men were extremely dissatisfied with the racing rules of the L. A. W. last year—as Mr. Davol can bear witness to—and if they had had half the backing that they have now by the Athletic Clubs, they would not have run their race meet under L. A. W. rules last year.

In the third place, the "managers" had not promised any one that any man would compete. Each college sent down what competitors it chose, and there were no "managers" of the meet at all, as "Toney" uses the term.

In the fourth place, neither Mr. Davis nor Mr. Bailey wished to withdraw, and if they had there would have been no question about "allowing" or not allowing them to. To read "Toney's" article one would suppose that the Collegians were professionals, hired by the "managers" to amuse the "general public."

In the fifth place, I have not heard a college man "claim that it was aimed at them," nor have I seen such an opinion mentioned by a college paper.

In the sixth place, not a single bicycle club belongs to the intercollegiate A. A., and hence can send no representatives to the annual meet. The bicyclers that go, go solely as representatives of the athletic associations. Yours, KENNETH BROWN.

"TONEY" IS CORRECTED.

Editor Bicycling World: It is perhaps childish to reply to so utterly mixed up and senseless a statement as that of Mr. "Toney," which appeared in your last issue. For his own sake, however, I should advise Mr. "Toney" to suppress any further effusions on college matters until better informed. In the meantime, permit me, through your columns, to ask him whether by "last interscholastic meet" he means the 1889 intercollegiate championships? by "members of the interscholastic," undergradutes of American universities? Whether "managers of the meet" stands for officers of the I. C. A. A.? and finally, what he means by "drawing cards," and the extraordinary sentence, "Had they not promised this, the riders would have been *allowed to withdraw*, but as it was the managers *felt in duty bound to insist upon their riding*."

Sincerely yours, R. H. DAVIS.
March 16th.

HONOR TO WHOM HONOR.

Editor Bicycling Worla: In the rather plethoric "report of Committee on Improvement of Highways," published in your issue of February 21st, Dr. Butler not only seems to me to have overpraised his committee and their partisans, and lathered a few men and institutions, who, perhaps he hoped to shave during the coming year, if he had been re-elected—but he did gross injustice to others. His committee did not originate the road question, or efforts for road improvement; other officers of the L. A. W. had been at work for four years in that field, and their efforts had given Dr. Butler his chance.

Differences in L. A. W. politics probably prevented him from acknowledging the aid of George R. Bidwell, who, as every well informed wheelman knows, has given more time, money, and personal energy to the cause than any of the men so fulsomely praised in Dr. Butler's report.

But the most conspicuous and unexplainable omission from his lists of those who have been aiding the cause was that of Col. Albert A. Pope, who has done more in personal time and attention, in payment of the service of others, in contributions to funds, in distributing literature on the subject, in giving public addresses, and in securing the interest and co-operation of influential organizations not otherwise drawn into the movement, than all the others mentioned in Dr. Butler's report.

As one who has been interested for several years, and particularly the last year, in securing for Massachusetts some legislation for better roads, I have taken pains to know how things have gone on in this matter. Dr. Butler came to Col. Pope for a subscription to a fund of five hundred dollars to publish his carmine-edged pamphlet, and Col. Pope gave him three hundred and fifty dollars. No one else in the bicycle business or in the League membership gave anything to that fund, but two large asphalt companies gave the small remainder. When the doctor wanted to publish the second edition, Col. Pope gave him one hundred dollars more, and all the rest of the world gave him eighty-five dollars.

It is true that Dr. Butler acknowledges in his report that the Pope Mfg. Co. was anxious to contribute; but why does he so carefully put that company *third*, when it was first, and contributed sixty-six per cent. of the funds?

Besides, speaking of contributions, Col. Pope contributed all the money for the purpose of securing legislation in Massachusetts, and half the money for the same purpose in New York, and wherever there has been money to raise, in Philadelphia or elsewhere, he has contributed his portion.

But he has done and is doing much more than the contribution of money. With his ability and position he has been able, and by hard and persistent effort, has secured the attention of large associations of influential men in different places, entirely outside of bicycling interests, and capable of affecting legislation and public opinion and highway improvement quicker and better than the League can do, at least until its membership is larger, and its active members hold more powerful positions in the large affairs of the country than they do now.

Probably the delivery of his addresses, full of information obtained at much trouble, and of practical force, have contributed quite as much to the general public movement for better roads as anything which Dr. Butler has mentioned in his report.

Of course it will be said that Col. Pope is able to do what he does, and his business would be perhaps sometime remotely interested pecuniarily in the result of this movement, and that he doesn't need the praise of the L. A. W. Committee, but it is only just to render honor where honer is due, and praise to them that do well, if for no other reason, at least to make it pleasant to secure their good services in the future.

6th March, 1890. MASSACHUSETTS.

PRACTICAL SUPPORT TO ROAD IMPROVEMENT.

Editor Bicycling World: I have noted with pleasure the articles on road improvement in your valuable journal. It struck me that your readers would enjoy an original idea on the question and something which may be a valuable hint to those who have means to dispose of.

Early in 1889, Elias Becker, of this place, died, leaving an estate of about $10.000 to his son Frank, with the proviso that if he die without issue, which will likely be the case, the money is to be used in building a turnpike from a stated point at this place northeastward past his old farm towards Buch's mill, four miles distant, or as far as the money will reach. The specifications are given in the will as to the kind of road to be made. Mr. Becker was early in life impressed with the poor condition of our country roads and resolved that if ever he could do anything to better them he would, and this is the result of his resolve.

This is business. What is needed to make good roads is cash. Let this good example be followed. Money spent this way will give work to those needing it in a community and be a boon all around.

JOHN G. ZOOK.

Lititz, Pa , March 11, 1890.

CYCLING FOR WOMEN.

THE Buffalo Women's Wheel and Athletic Club numbers 50 members, most of whom are enthusiastic cyclers, though some confine their exercise to walking. Cycling is growing in favor among the fair sex, and physicians are beginning to prescribe it as one of the most healthful forms of exercise for their woman patients. In this case, contrary to tradition, they are willing to take their own medicine, and many instances might be cited in which they have discarded the conventional doctor's horse and buggy for a bicycle, as being more conducive to health. Dr. Frank H. Potter * * * is a strong believer in cycling, and when speaking of the subject, said:

"There is no better exercise. It does what all exercise should do, compels the patient to be out of doors, filling the lungs at every breath with fresh air. It is, moreover, gentle, enticing and exhilarating. No exercise is entirely beneficial from which all pleasure is eliminated. It has this advantage over the gymnasium work, that it is not exercise only for exercise's sake, but adds to it the pleasure derived from the constantly shifting scenes of even a city road. Yes, it is good daily exercise, the only danger being that it may prove so enticing that a rider will be tempted to go too great a distance, not stopping to realize that the distance must be again traversed on the home run. A rider should begin very gradually, taking only short rides, until she becomes accustomed to the use and strain of a new set of muscles. She should not at first determine on any given destination, but ride on, never forgetting that she must repeat the distance later, on returning. Bicycling not only develops the muscles of the leg, but, if properly used, develops those of the back, the chest, and even the arms, though those perhaps are strengthened least of all. I decidedly deprecate the practice of riding against a record. Such a stimulus is bad for the individual and bad for the sport, as an excess sooner or later is sure to prove injurious and ultimately, through multiplied instances, to bring the sport into disrepute. * * *

Yes, I prefer a bicycle even to a horse and buggy, and from my own experience can say that I am far less fatigued after riding 50 miles on a bicycle than after the same distance in a buggy. I could multiply cases in which women have been cured from almost absolute invalidism by the judicious use of the bicycle. Unfortunately, our women are not so strong as those of other countries, and horseback riding for the average American woman is frequently too severe an exercise when taken over our macadamized roads. Again, we have not here large landed estates where horse and rider can gallop at will across country. Even a gallop over the park meadows which in itself would not be hurtful, must be preceded by the hardest kind of a two-mile ride on asphalted streets. For that, if for nothing else, I consider bicycling more sensible and healthful."

Mrs. George E. Blacknam, wife of a prominent physician of Dunkirk, writing from there says: "I have been a cycler for two years, and can speak gratefully of the physical benefit I have received from that exercise. I began in the summer of 1888, riding a tricycle, taking short rides at first, thus obtaining the benefit of out-of-door exercise and at the same time learning how to use my muscles to the best advantage, untrammeled by any difficulty in maintaining my equilibrium. My husband, who is an old cycler, was very particular that I should form correct habits as to the position of the body, the placing of the feet on the pedals, and the ankle action, thus from the first adding much to the pleasure and ease of riding. So when I got my bicycle in the spring of '89 I had only the mount and balancing to learn, which I soon mastered, and was shortly able to accompany my husband on his runs, short at first, but longer as my strength increased. The lighter wheel and the perfectly easy use of the muscles make the benefits to my general health very marked, and my enjoyment of cycling has steadily grown. The fact that I was taught to ride properly from the first, and never allowed to override in the enthusiasm of novitiate, has undoubtedly had much to do with the excellent results in my case. As to length of rides, I first limited myself to two blocks, and then lengthened the ride to Fredonia, a pretty little village three and one-half miles distant, returning on my wheel after a short rest. In a few weeks' time I could ride 10, 20, even 30 miles more easily than I could walk two. My first long run was to Westfield, 17 miles, and I shall never forget the exquisite delight I experienced riding home in the early morning. The sweet fresh air, filled with the song of the robin, the blue bird and the song sparrow, the pretty wayside flowers, the swift passage over the smooth roads, with the glorious rising sun just warm enough to be grateful, made it a ride long to be remembered. My longest run in a single day was that from Dunkirk to Buffalo against a strong northeast wind. The bicycle has been objected to by some as immodest and ungraceful, but properly ridden, properly clothed, it is neither. On the contrary, it is a healthful, graceful, and pleasurable pastime."

Miss Foster, teacher of the gymnasium at the Woman's Union, said: "I consider bicycling one of the most desirable out-of-door exercises for woman, as it develops symmetrically her entire physique. If a woman learns to mount properly and always to maintain an erect carriage, it cannot fail to give her grace and ease of motion. The fact that some women, and some men, too, for that matter, allow themselves to stoop over when riding their machines, has created a popular prejudice that bicycling has a tendency to round the shoulders. My observation has been that, as a rule, the women who ride bicycles are lithe, straight-backed, and graceful." * * * —*Buffalo Courier.*

ENGLAND AND THE CONTINENT AWHEEL.

(*BY GEO. D. MITCHELL.*)

(*Continued.*)

WE spent the night at Mainz, and early next morning we again mounted our wheels and rode to Wiesbaden, the most popular watering place in that part of Germany. We stopped for a drink at the boiling springs, where the waters bubble out of the ground at a temperature that is unpleasantly high, and I shall never need any other souvenir of Wiesbaden, for anyone who takes a taste of that water and forgets it must be endowed with an abnormally active forgetter. We noticed two Hiedelberg duellists, exhibiting themselves proudly, their faces covered with scars from sword thrusts, and I concluded that a fellow was more liable to get wounded at Hiedelburg University than if he joined the army. In the afternoon we rode on twenty-five miles farther to Frankfort-on-the Main. The roads were rather rough and dusty, and not by any means as good as those of lower Germany and Holland. The boys, too, became even more mischievous than their Northern neighbors, for, in the language of Homer, they literally "beat the Dutch," who were certainly troublesome enough, and one of them threw a broom into Von's wheel, which necessitated taking it to a repair shop. On the way we passed a detachment of cavalry drawn up for dinner by the roadside, on a piece of ground that the owner had just finished carefully plowing. I was much better impressed with their appearance than with that of any of the other soldiers we had seen. The officers, especially, were making a valiant attack upon an appetizing dinner spread in the shade, while the common soldiers were out in the hot sun eating their soup, and the hungry brass band, who had figuratively fallen into the latter article, were forcing strains of music from their reluctant instruments for the edification of the said officers. The Germans are very proud of their army, but when a regiment is marched into a village and billeted upon the inhabitants, as in one town we passed through, I fancy they begin to look upon it as a sort of costly luxury.

I consider Frankfort the most interesting German town we visited. It seems to be a lively, progressive kind of place, and yet plenty of fine old buildings remaining, and as the birthplace of several eminent Germans it possesses an additional interest. I could not help admiring Goethe's good taste in selecting what must have been about the finest house in Frankfort to be born in, for I always thought Shakespeare showed his lack of refinement in choosing for a birthplace such an ordinary affair as the old cottage at Stratford.

Soon after leaving Frankfort we began to see the pine-covered hills of the Odenwald looming up on the port quarter, and away off to the right the faint blue of the mountains beyond the Rhine, indistinct in the distance, and looking like a bank of clouds. We took dinner at Darmstadt, and beyond, as we pumped our way rapidly along the *Bergstrasse*, a road constructed by the Romans, the scenery began to be grander at every turn. We followed south just on the skirts of the forest, with the fertile Rhine plain, fifteen or twenty miles wide, expanding on our right, and the heights of the Odenwald to the left, crowned often with a crumbling ruin or historical watch tower. Grape vines covered all the exposed slopes, while the hardier fruits were found all the way from Frankfort here, in the greatest abundance, and it was my only regret that the fruit season was not quite here, for we wasted much time sampling the overhanging green apples in search for a possible ripe one. However, we hope to head off the grape crop somewhere down in Italy.

It was Saturday night, and we selected as a pleasant place to spend Sunday the White Lamb inn, at the little village of Gross Sacksen, about ten miles from Heidelberg. Gross Sacksen is one of the myriad villages that claim Charlemagne for a founder, and, as the result of a mathematical calculation, if that worthy did really found all the towns that he is said to have done, I can't see how he had time to achieve his military victories unless he put in extra long hours. We were much entertained watching the life at this typical inn. All day Sunday Katchen was kept busy drawing beer, and the common room was filled with a changing crowd, including occasionally a soldier and an officer or two, drinking, gossiping, reading the jokes from *Fliegende Blatter*, and singing songs with choruses like, "Once more, ha, ha! Once more, ha, ha! We'll empty the beaker down," etc. To give an idea of the cost of simple living in this part of Europe, our bill from Saturday night to Monday morning, nearly two days, was only $1.25 apiece. On reaching Heidelberg we of course had to ascend the hill and explore the famous castle ruins, and see the great tun, and I made up my mind from what the guide told me that about the most profitable investment a man could make would be an old ruin, for with its 500 visitors a day Heidelberg castle must yield a revenue of over $3000 a month. Heidelberg, however, it seems to me, aside from its being prettily situated at the mouth of the narrow Neckar valley, and having the old castle, has little about it that is specially interesting, for it does not impress one as being a great seat of learning, like most other university towns, although they have a very good duelling ground on the hillside.

It had been raining persistently for several days, and we were getting quite discouraged with cycling in wet weather, when, on entering the city of Baden-Baden I was cheered by a familiar "Ah, there!" and looking up I beheld our friend, the Shah of Persia, who had seen us in London. Although we had made the journey all the way awheel, we had only reached Baden a day behind him, as he had been visiting along the way, being entertained with free lunches and the like. He was just coming out of the great bath house, and he looked quite changed, for he had been taking a bath. The Baden-Badeners were collected in front celebrating the event, and in the evening they had some fire works in honor of the anniversary.

Baden-Baden, as everybody knows, is a great resort and a beautiful town, and it is situated just at the head of the Black Forest, a region singularly rich in legendary interest. We had to rise early, of course, with the rest of the transient population, to go to the *Trinkhalle*, and see the waters "get drunk," as one of the party said. The appropriate thing then is to take a drink of the mineral water—and make a great face over it. I confess I liked it better than the Wiesbaden water, for I didn't take any of it, and, as a gentleman said to me, the less you drink the better you like it. On leaving Baden we made a detour into the Black Forest, instead of pursuing the direct road along its edge, as we were desirous of penetrating this interesting region, notwithstanding it was very mountainous. We had a stiff climb of two hours, our first experience with a mountainous pass. The road led by numerous windings to a height of 1500 feet above Baden, and though the ascent was gradual and the road would have been mostly rideable if in good condition, we were forced to trundle our wheels most of the distance, on account of the heavy rains of the preceding few days. From the summit, however, we gained a view of the surrounding pine-covered hills, with its few scattered cottages, that was a sort of recompense, and with the magnificent coast that followed we felt quite repaid. As we mounted our wheels I looked at my watch and it was just fifteen minutes before we reached the characteristically industrious village of Buhl, at the mouth of the Buhlerthal, four miles from the top. It was the finest coast I ever experienced, and with bells a jingling we swooped down the winding road at a gait that seemed to paralyze the few natives along the way, to whom the sight of a bicycle was evidently new, for no doubt the local cyclists know better than to attempt to ride through the Black Forest awheel. I have ridden the untamed toboggan down the icy slide; I have held on to my breath and the girl beside me as we wrestled with the frisky roller coaster; I have fled on the bucking broncho before the pursuing prairie fire; but, all added together, they could give but a faint suggestion of the sensation one experiences when tearing at almost railroad speed down one of these winding mountain roads, and the lowly monk in his cell, if he knew what he were missing, would throw off his cowl, renounce seclusion and investigate in a bike.

(*To be continued.*)



WHILE in New York we had the pleasure of calling on Messrs. Banker & Campbell at their store, which is situated at the Broadway entrance to Central Park (1788 Broadway). Both members of the firm are young in years, but old in the cycle trade, and being the riders they have proven themselves to be, their opinion or judgment carries weight. They had a full line of Ormonde Cycles, most of which Mr. Banker brought directly from the Stanley Show. Their leading wheel is their "Special Ormonde," weight 36 pounds, although they have road racers at 30 pounds and full roadsters at 43 pounds. Their machines have the appearance of being very strong and rigid. The crank hanger is made in the form of an arch, fitting over the chain wheel and carrying the ball bearings, outside of the chain wheel and immediately inside of the cranks, in the same form and manner used in "Ordinary" bicycles; the bottom of the arch is firmly braced to the rear axle by a weldless steel tube on either side, as well as a double brace running to the head of the machine, an adjustment and construction, we should think, which would not allow any twisting or side pull on the chain or rear wheel.

The frames are made by lap welding the joints instead of using solid lugs, and it is by this means, they claim, that they are able to present so light a line of wheels.

The ladies' safeties are indeed pretty wheels and weigh 33 and 38 pounds, cuts of which will appear in our columns very soon.

Their combination safety for ladies and gentlemen, at $115, seems like a good machine to fill a want at a reasonable price.

Their diamond safety, at $100, will no doubt make its own way, for it is built on sound principles and of strong material.

The "League" Safety, at $75, should become popular among riders who want a wheel at that price.

We saw the model of a new saddle which Banker & Campbell intend manufacturing, and taking weight and results into consideration, it may prove a popular saddle.

They are controlling a new safety stand for use in club houses and salesrooms (a cut of which we hope to publish next week). It is just one foot square, is hinged in the centre, and will fit any sized wheel without adjusting. We saw a 54-inch 20-pound Ormonde Ordinary Racer for Windle, brought over by Mr. Banker.

The store is 90x20, two lines of wheels the entire length of the building. They will occupy another store in the same building April 1st, to be used solely for renting and storage department.

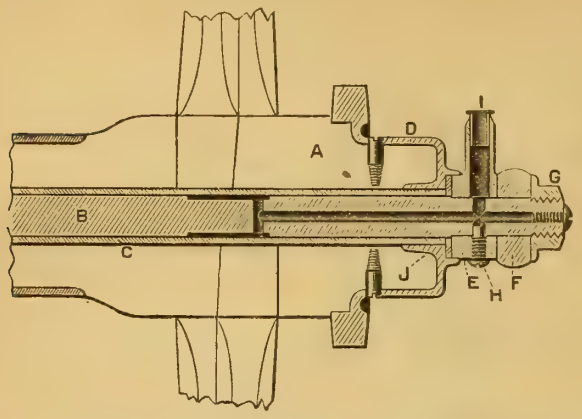
D. SNITJER, of St. Louis, sends us the following notice of removal: "On or about March 15, 1890, we will remove one block west of our present location, to the five-story building, 1118 Olive street, where we will be pleased to meet all our friends. We shall occupy the entire building, and carry a very large stock of 'Household' and 'Standard' sewing machines to meet the demands of our increasing trade. Will also keep a full line of bicycles, including the Warwick and Columbia wheels."

SINGER & CO.'S catalogue comes to us replete with information of what the year 1890 can offer us in their standard goods. We must needs forgive this little hand book for requiring the premium number of pages in which to tell its story, for it is a marvel of condensation, giving specifications of no less than nineteen patterns of wheels, and justifying the firm's claim to carrying the largest line of cycles in the world.

MR. PAUL HASSENFORDER, the noted rider and Captain of the Belmont Bicycle Club of Taunton, Mass., is handling the Swift Safeties, and will of course make one of these wheels his mount for this season. The Coventry Machinists' Co. notify us that they are suffering by reason of the dock laborers strike at Liverpool, where they have many cases of their goods delayed in consequence thereof.

MR. "NED" OLIVER has been in our midst during the past week, looking up agents to represent his wheel, the New Era, a cut and description of which we shall print in an early edition of this paper. As noticed in a former issue of the WORLD, Mr. Oliver, on severing his connection with Messrs. Gormully & Jeffery Mfg. Co., intended to go out West and connect himself with a certain newspaper enterprise. It, however, has transpired that the old love, the cycling business, proved too strong for Mr. Oliver, and he accepted a fine offer from the New Era Bicycle Co., of Chicago, which firm he has been most ably representing on the road, establishing agencies and placing orders for his goods. In Boston he has placed his agency for New England with W. W. Stall, No. 509 Tremont street and No. 4 Warren avenue. This is sufficient guarantee that the New Era safety will receive active attention, and Mr. Stall expects to receive a large invoice of these wheels at an early date.

SECTION OF REAR HUB AND AXLE USED IN THE HICKORY BICYCLES.



WE present this week a cut of the rear hub and axle of the Hickory bicycle. A is the hub, made of rock elm, into which are driven the hickory spokes (14 in number). On one end of this hub is tightly fitted the steel sprocket wheel, D, which also covers the end of the hub and projects inwardly around the bronze tube, C, which forms the "box" or bearing. The axle, B, is of hardened steel ground to size (9-16 of an inch.) It fits the tube except for an inch of its middle, which is made smaller as shown. Driven up to a shoulder on the end of the axle is the steel connection, E, into which the supporting braces of hickory frame are screwed, and through which is the oil hole, closed by a cap, I. Outside of this last named part is the hickory fork, F, held in place by a nut, G, the fork being screw riveted on each side of hole through which the axle passes. The oil hole at I is of 22 calbre and one inch deep. The axle is bored with three holes, the two through its diameter being intersected by the longer hole, the outer end of which is tightly closed by a screw which may be removed should it be necessary to clean out the oil hole. The part E has a set screw, H, which holds the axle against turning while tightening the nuts, and by its removal a wire may be passed entirely through the oil hole. By loosening the nut, G, and the corresponding nut at opposite end of axle and removing set screw, H, the axle may be revolved 1-2 turn, thus bringing in use a new bearing surface. The combined sprocket wheel and hub band has at its outer end a projecting flange covering a portion of the connection, E, and acting as a shield to prevent dirt from entering the joint. The end wear is taken by two leather washers. The opposite end of hub is the same except the oil holes and sprocket wheel.

WE are just in receipt of the 1890 catalogue issued by Messrs. Bretz, Curtis & Co. of Philadelphia. It contains full descriptions and cuts of all the machines they represent, the Invincible and the Referees, besides a full line of sundries. A most beautifully executed half-tone reproduction of a photo of W. E. Crist on an Invincible acts as a frontspiece, while facing the page will be found a most excellent picture of Mr. G. L. Morris, the famous English road scorcher mounted on the Referee. The work is beautifully gotten up and artistically bound in old gold antique paper. We notice that Messrs. Bretz & Curtis offer a very taking looking diamond frame machine at $100 to meet the demand for a medium priced machine.

W. W. STALL has a repair shop and mechanics therein that can turn out any sort of work, no matter how difficult or intricate. Now is the appointed time to have wheels repaired and fixed up for the coming season, for no matter if the snow does fly at the present writing, good, dry roads, and spring's harbinger, the robin, will soon be with us, and the fellow whose wheel isn't "fit" will get left.

INVITATIONS are out for the wheelmen's reception tendered by the Pope Mfg. Co. at their warerooms, No. 79 Franklin street. The date set for this event is Saturday, March 29, and we are requested to state that in case any wheelman in Boston or vicinity through oversight, does not receive an invitation, same will be furnished with pleasnre, by applying in person or by letter to the Pope Mfg. Co. at the Boston office.

STALL'S place at No. 509 Tremont street and No. 4 Warren avenue should be called an "Emporium," as he carries a big line of wheels at all prices and kinds. All pocket books and both sexes can be fitted out at Stall's. If you do not believe it give him a call.

ONE of the handsomest low-priced safeties we have yet seen is the Universal Premier, an illustration of which appears in our advertising columns this week. Mr. Johnson writes us: "Material is honest, workmanship first-class, and the machine is equipped with all the latest improvements."

RALPH TEMPLE has established himself at Nos. 47-49 State street, Chicago, as dealer in cycles of nearly all the different makes. He also represents Messrs. A. G. Spalding & Bros. Mr. Temple has also established one of the largest and best equipped riding schools is the country.

THE John Wilkinson Co. 1890 catalogue is among the latest to arrive on our desk. The leading card of this concern is of course the Starley Rover, and contains cuts and descriptions of four styles of Rovers, from the $135 socket steering style to the Universal Rover, which they sell for $100. The catalogue also describes the Record, price, $110; the Rush, price, $115; the National at $75 to $90; the Crescent at $75 to $90, and a variety of nine other styles varying in price from $60 to $120. They show a nice line of Juvenile safeties for both sexes. Messrs. Wilkinson also catalogue the Premier Tandem at $200. Besides this long list they catalogue eight different styles and grades of ordinaries, and four low-priced children's tricycles. Everything in the line of sundries is shown and priced. The catalogue is very complete and contains 30 pages 10x8 and cover.

THE White Cycle Co. has put two agents on the road for the sale of the Broncho, W. H. Harridon of Springfield and F. B. Brigham of Attleboro'. Mr. Harridon goes south along the Atlantic tier of States and returns through the middle States, while Mr. Brigham strikes off through the lake country, Iowa, Colorado, and the territory lying between. The two will cover the most of the United States, either going or returning.

IN speaking of Prof. Le Perrier's address last week we gave it as being 54 W. 24th street. It should have been given as 34 W. 40th street.

RANKIN & BRUCE, of Providence, R. I., will on April 1st move to No. 23 Custom House street, and will carry a full line of Coventry Machinists' wheels and lower-priced cycles.

FIXTURES.

MARCH.

27—Twelfth Regiment, N. Y., games. Two miles handicap.

APRIL.

4—Philadelphia Championship 5-mile road race under the auspices of the Philadelphia *Item*.
5—Seventh Regiment, N. Y., at Armory—bicycle races.

MAY.

24—"Pony Tournament," at St. Louis, Mo. Address Harold Child, Secretary, 1012 Olive street, St. Louis.
28—Tournament at Hamilton, Ont.
30—Bay State Bicycle Club races at Agricultural Park, Worcester, Mass. Address B. A. Lamont, Worcester, Mass.
30—Maine Division L. A. W., annual meet, at Lewiston.
30—Road race, Irvington-Milburn, N J.
30 and 31—New Jersey Division, L. A. W., annual meet at Plainfield.
30—Pullman road race at Chicago, Ill.
30—Rome, N. Y., Bicycle Club tournament.
31—Intercollegiate games at Berkeley Oval, New York.

JUNE.

4, 5, 6—Missouri State Division meet at Columbia, Mo.
7—Hill climbing contest, Son-of-a-Gun Hill, at St. Louis, Mo.
7—Elwell party starts for Europe.
9—New Haven, Ct., race meet.
14—Great century run, Orange to Philadelphia.
28—Chicago Cycling Club vs. Wilmington Wheel Club team race, Lancaster Pike, Philadelphia, Pa.

JULY.

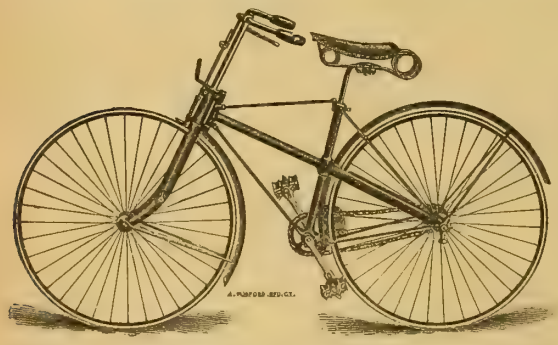
4—Open handicap road race, Cincinnati, Ohio, address J. E. Poorman, 8th and Race streets, Cincinnati, Ohio.

AUGUST.

16—Annual tournament St. Louis Bicycle Race Track Association, St. Louis, Mo. Address Harold Child, 1012 Olive street, St. Louis.
20—Detroit to Niagara Falls tour. Particulars to C. H. Smith, 211 Putnam avenue, Detroit, Mich.
25, 26, 27—L. A. W. annual meet and national championship at Niagara Falls, N. Y.

SEPTEMBER.

1, 2—Hartford Wheel Club tournament.
12, 13—Peoria, Ill., Cycle Club tournament. Address H. G. Rouse, Peoria, Ill.



THE HARTFORD.

Ball Bearing All Around. Perfectly Interchangeable and Warranted.

PRICE $100.

DON'T BE SATISFIED

with the mere statement that a machine is **BALL BEARING,** for there are different kinds of **BALL BEARINGS.** Just examine them, and if you find that the balls revolve on a **CASTING** merely filed, or even polished to a finish, they are **CHEAP** and unreliable.

HARTFORD bearings are fitted with a hardened steel case, are not cheap, but are expensive and durable.

WE COURT INSPECTION.

THE HARTFORD CYCLE CO., Hartford, Conn.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON,
WE DO THE REST."
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ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

COMMITTEE APPOINTMENTS.

Mr. Abbot Bassett, Secretary-Editor L. A. W.:

Dear Sir—You are hereby authorized to publish in the Official Bulletin the accompanying list of appointments upon the various committees of the League of American Wheelmen, for the current fiscal year. Additional appointments will be announced at an early date. Yours truly, JAMES R. DUNN,
New York, March 11, 1890. President L. A. W.

Appointments.

Membership Committee.

Sanford Lawton.....Springfield Mass.
George C. Pennell.....Elizabeth, N. J.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St, Baltimore, Md.
Maj. Chas. L. Burdet.....Hartford, Conn.

Committee on Rights and Privileges.

Samuel A. Boyle, Esq.....Philadelphia, Pa.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq... ...16 Court St., Brooklyn, N. Y.

Transportation Committee.

W. M. Brewster.....309 O live St., St. Louis, Mo.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.

Hotel Committee.

George S. Atwater, 1230 Penn. Ave., Washington, D.C
H. H. Hodgson. .13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

Ohio.

Additional Local Consuls.

Carey, Wyandot County, Harry P. Felter.
Greenville, Darke County, W. J. Klinger.
Mt. Vernon, Knox County, Fred S. Crowell.

Additional Hotels.

Carey, Galt House, $2.00; to L. A. W., $1.50.
Mt. Vernon, Curtis House, $2.00; to L. A. W., $1.50.
Cut this out and paste on blank page of "Addenda."

DR. WILLIAM D. KEMPTON, Sec.-Treas.
Cincinnati, March 15, 1890.

Illinois

Local Consuls are appointed for:
Aledo, Jas. A. Gilmore.
Dwight, Vinton S. Wright.
Galva, Jno. S. Wood.
Geneseo, E. A. Beck.
Lexington, W. H. Council.
Morris, S. C. J. Peterson.
Toulon, D. S. Hewett.

W. A. DAVIS, C. C.

Illinois L A. W. Hotel.

La Place, Wine House, rate $1.00; regular rate $1.50.
Bloomington, Windsor Hotel, rate $1.50 per day; regular rate $2.00 and $2.50. W. A. DAVIS, C. C.

Missouri Appointments.

D. L. Baylor is hereby appointed Local Consul for Purdy and vicinity. Fraternally yo irs,
St. Louis, March 14, 1890. ROBT. HOLM, C. C.

Missouri Hotel.

No official hotels have been appointed for the following towns to date:

Booneville, Edina, Memphis, Bonne Terre, Kirkwood, Joplin, De Soto, California, Purdy.

Local Consuls are urgently requested to give this matter their immediate attention. Application forms can be had of the undersigned. Fraternally yours,
St. Louis, March 14, 1890. ROBT. HOLM, C. C.

Illinois Division.

Board of Officers' meeting at the Commercial Hotel, March 8th, 1890, Chicago, Ill.

Meeting called to order at 8.30 P. M., with Chief Consul W. A. Davis in the chair.

Roll call showed the following members present: W. A. Davis, Chief Consul; W. H. Osman, Vice Consul; T. F. Sheridan, Secretary-Treasurer; Division Representatives—Chas. E. Randall, Fred Pattee, F. W. Gerould, H. W. Foltz, W. S. Reed; Club Representatives—E. S. Barnes, Capital City's, Springfield; W. J. Nichols, H. C. Kinsely, Ill. C. C., Chicago; G. D. Chisholm, Washington C. C., Chicago.

Twelve members being present, the Chief Consul declared more than quorum and ready to do business.

The minutes of the September meeting of the Board were read, and no objections being entered the Chief Consul declared them approved.

The Chief Consul explained the reason for the call to a special meeting in a general manner to be the formulating of some system by which good roads might be obtained in Illinois.

The Secretary-Treasurer gave a verbal report of the financial standing of the Division, which showed a cash balance $700.00.

The Treasurer's bonds, which had been referred to the Finance Committee at the September meeting ($1000.00) were read, and on their recommendation, approved.

An informal talk was indulged in on road improvements, and in order to get the matter before the meeting Secretary Sheridan moved that the Chief Consul appoint a committee, to consist of five members, to formulate some system by which a Road Improvement Association could be organized in Illinois, the committee to be known as the Road Improvement Committee of the Board, seconded by Messrs. Randall and Gerould. Mr. Barnes offered an amendment that the committee consist of fifteen members, and argued that it would be too much work for five members, seconded by Mr. Pattee. On a vote the amendment was lost. After a protracted discussion as to what the duties of this committee were to be.

The sense being that they were to investigate as to how far any work of road improvements had been done in Illinois; what laws there were in existence thereto.

To see by what means horsemen, farmers and others might be interested in good roads in our Commonwealth, and to make a report of the same to the Chief Consul, with recommendations as to how an organization may be formed, said report to be published in the BI. WORLD AND BULLETIN.

The vote being taken on the original motion, it was carried.

The Chief Consul appointed as that committee:

Messrs. W. J. Nichols, Chicago; G. D. Chisholm, Chicago; E. S. Barnes, Springfield; W. H. Osman, Ottawa; Fred Pattee, Peoria.

Mr. Barnes moved that the committee form a report within thirty days. It was amended to the effect that the Chief Consul be allowed to use his discretion and not cramp the committee for want of time. The amendment was carried, and the motion as amended being put was carried also.

Messrs. Randall and Sheridan moved and seconded that legitimate expenses of the said committee be defrayed by the Division; carried.

Secretary Sheridan moved the Chief Consul appoint a Rules and Regulations Committee, consisting of three members, to whom all amendments of the Division Constitution might be referred; being seconded by Mr. Randall and put to vote was carried.

The Chief Consul appointed, as such committee, Messrs. Randall, Sloan and W. C. Thorne.

These appointments led to a discussion as to whether we had any constitutional power to appoint a committee some of whom were not members of the Board, the sense of the meeting being that we had not. The Chief Consul withdrew the names of Messrs. Sloan and Thorne, and substituted the names of Messrs Gerould and Reed.

Mr. Chisholm moved that the Chief Consul appoint a committee of three to be known as the Membership Committee, to formulate a plan and have charge of the missionary work for the Board. Seconded by Mr. Pattee; carried.

The Chief Consul appointed as such committee, Messrs. Fred Pattee, H. W. Foltz, H. C. Kinsely.

On motion of Mr. Randall the Chief Consul was instructed to see what arrangements could be made with some Illinois paper, to publish our official notices, and aid us in our road improvements, the said paper to be the official organ of the Illinois Division. Being seconded by Mr. Chisholm and put to a vote was carried without a dissenting voice.

The meeting then adjourned.

THOMAS F. SHERIDAN, Sec.-Treas.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, R. M. Thompson, Oriel Hotel, San Francisco. Secretary-Treasurer, W. D. Sheldon, 126 Davis street, San Francisco.

COLORADO—Chief Consul, Edward S. Hartwell, 1319 Sixteenth street, Denver.

CONNECTICUT—Chief Consul, David J. Post, Drawer 747, Hartford. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1230 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 149 No. Del. street, Indianapolis. Secretary-Treasurer, A. N. Smith, Terre Haute.

IOWA—Chief Consul, James B. Green, 711 Locust street, Des Moines. Secretary-Treasurer, Walstein Seymour, 2d and Walnut street, Des Moines.

KANSAS—Chief Consul, W. C. Bradley, Western Security Co., Ottawa. Secretary-Treasurer, Otto H Wulfekuhler, Leavenworth.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Harry H. Hodgson, 13 Carondelet street, New Orleans. Secretary-Treasurer, J. W. Dodge, 893 Carondelet street, New Orleans.

MAINE—Chief Consul, Dr. G. E. Dow, 507 1-2 Congress street, Portland. Secretary Treasurer, A. L. Cummings, Biddeford.

MARYLAND—Chief Consul, Albert Mott 203 Lenox street, Baltimore. Secretary-Treasurer, G. W.H. Carr, Box 675, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 109 Warwick street, Roxbury. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer, C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, A. W. Laird, Winona.

MISSOURI—Chief Consul, Robert Holm, Anheuser Busch Brewery, St. Louis. Secretary-Treasurer, J. H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, Frank N. Clarke, First Nat'l Bank, Omaha.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, Frank O. Moulton, Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 40 Orchard street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, Elizabeth.

NEW YORK—Chief Consul, W. Sheldon Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City

OHIO—Chief Consul, M. A. High, 165 Vine street Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 550 Freeman avenue, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Chas. S. Davol, Warren. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, Geo. C. Arbuckle, Room 5, Merchants' Exchange, Dallas.

VERMONT—Chief Consul, H. A. Webster, Montpelier.

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk. Secretary-Treasurer, Alex. K. Schaap, 617 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, Clarence. E. Irwin, 150 No. F street, Wheeling.

WISCONSIN—Chief Consul, V. Mumford Moore, 94 19th street, Milwaukee. Secretary-Treasurer, W. L. Simonds, 382 East Water street, Milwaukee.

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Number .....

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Enclosed for Holder ... *cts.*

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ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name,*.....

Club,..... *St. and Number, or Box,*.....

References:..... *City,*.....

State,.....

Enclosed..... for Holder.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2.00 with this blank on any date between date of paper and Oct. 31, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

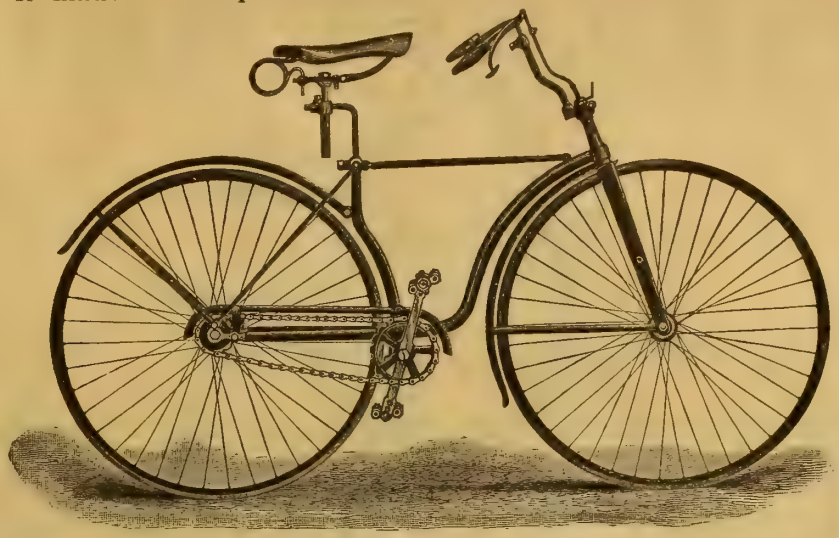
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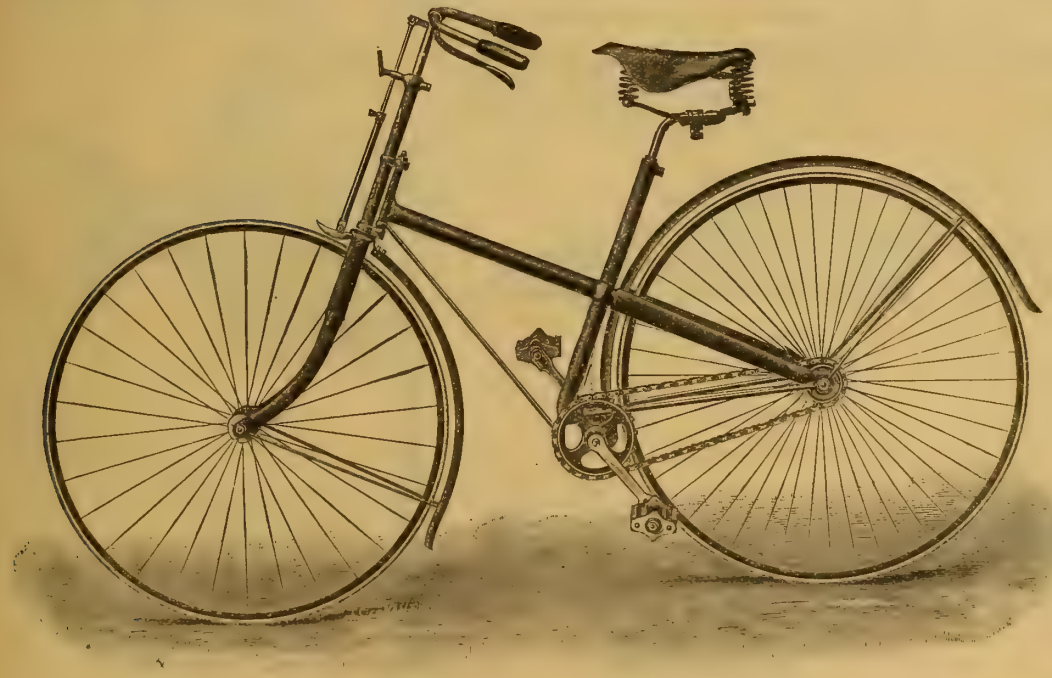
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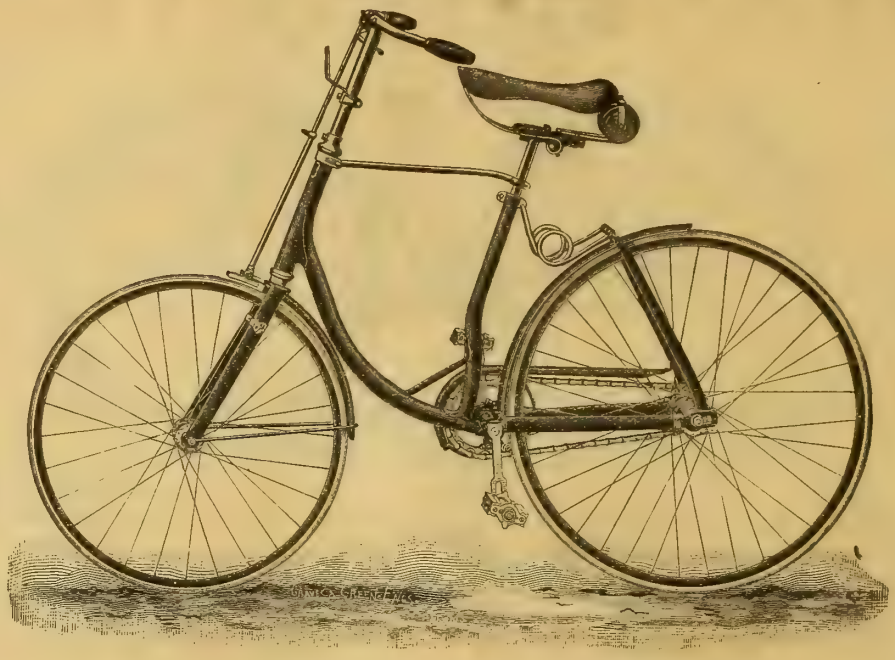
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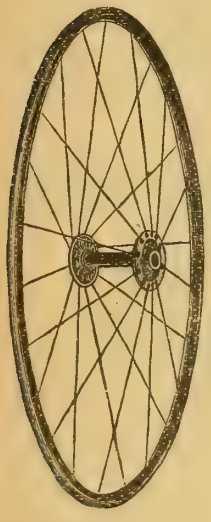
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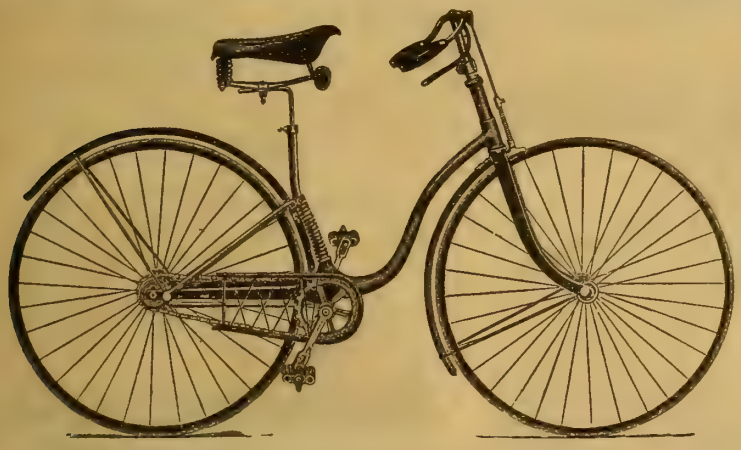


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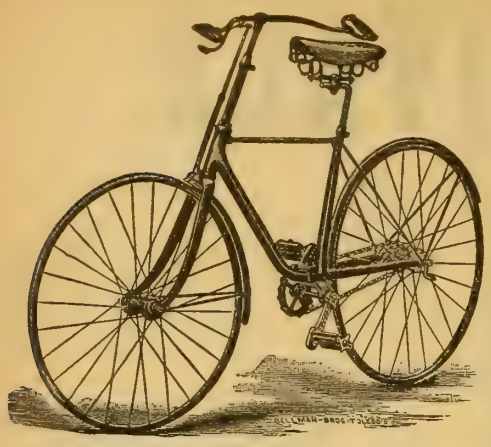
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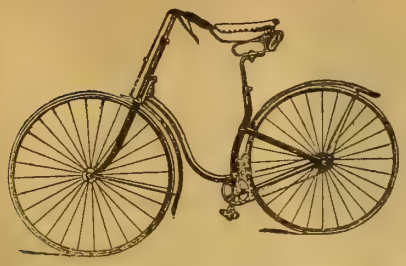
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F. A. ELWELL,

125 PEARL ST., - - PORTLAND, ME.

THE "GAZELLE,"



JUVENILE SAFETY BICYCLE.

The lightest and strongest machine of its kind yet made. Tubular steel drop frame, with or without detachable cross-bar, adjustable steel cone bearings for wheels and crank-shaft, hard rubber handles, 24 and 26 inch wheels, with crescent steel rims, steel spokes and 3-4 inch best rubber tires, reversible seat post, with long and short bends, thus giving wide range of adjustment to suit children from eight to sixteen years of age; all wearing parts detachable and interchangeable; handsomely finished in nickel and enamel; weight, with adjustable suspension saddle and tool bag, complete, 34 lbs. Price $40,—and well worth the money, in comparison with any other machine of its kind in the market.

The "Gazelle" has absolutely the strongest wheels of any bicycle made, large or small, and as the frame is strong enough to carry a heavy man over the roughest riding, the machine will stand the rough usage to which children's bicycles are frequently subjected, with little danger of breakage. The Ladies' "Gazelle," much the same style as the above, with 28-inch wheels, chain guard, and some additions and improvements, will be ready in April. Will run about as light as a ball bearing machine. Price $50. Liberal terms to agents. We will deliver these machines at any place in the United States, east of the Mississippi, where we have no agent and which is reached by a railroad, at prices named, transportation free. When ordered to be sent C. O. D., an advance remittance of $5 will be required.

CRAWFORD & CO.,
1116 E ST., N. W., - WASHINGTON, D. C.

$3.00 Per Pair.



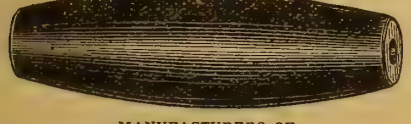
$3.00 Per Pair.

TOULMIN'S KANGAROO BICYCLE SHOES
FOR 1890.

Greatly improved. Best and cheapest Shoe in the Country. Special Inducements to Agents. Send for Catalogue containing rules for self measurement. Correspondence promptly answered. Address

W. B. TOULMIN, 285 Main St., Buffalo, N. Y.

ELASTIC TIP CO.,



MANUFACTURERS OF

Bicycle Tires, Bicycle Handles of every Description, Pedal Rubbers, etc.

Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades, in the rough, with bolts and grip,	$2.00 per pair
Spade Grips, Vulcanite, any style	$ .50 per pair
Double Grip Pedal Rubbers,	$1.75
Tire Cement,	$ .25 per box
Electric Tape,	$ .25 per roll

Bicycle Balls, spokes, etc.

Mould Work of Any Kind Solicited.

THE ELASTIC TIP CO.,
RUBBER SPECIALTIES,
Cor. Cornhill and Washington St., Boston.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.



The "OTTO" Rubber Tires.

BICYCLES

All Wheels furnished with Tool Bag and Tools.

	Factory Price.	Our Price.
52 in....	$60 00.....	$32 40
50 in....	55 00.....	29 70
48 in....	50 00.....	27 00
46 in....	45 00.....	24 30
44 in....	40 00.....	21 60
42 in....	35 00.....	18 90



SAFETY BICYCLES

SEND FOR CATALOGUE.

Small Boys' 20 in.. wheels, with Parallel Bearings...$18 75
Large Boys' 24 in., with Brake and Mud Guards..... 26 25
Ladies' or Men's 30 in., Ball Bearings to both wheels, 56 25
Ladies' or Men's 30 in., Ball Bearings ALL OVER ... 67 50

ST. LOUIS, MO. **E. C. MEACHAM ARMS CO.**

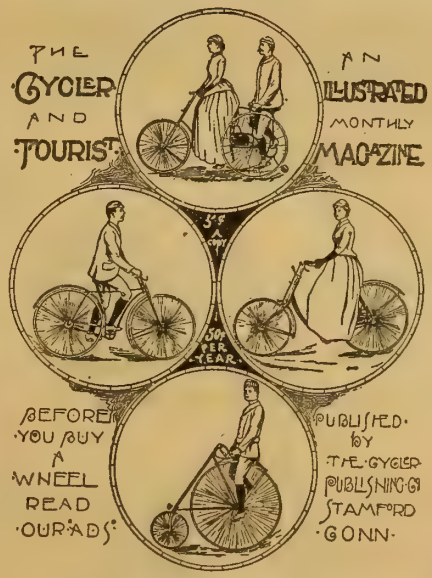
For all kinds of
Bicycle Repairing,
Nickel Plating,
Enamelling, etc.,
Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street, BUFFALO, N. Y.

PERFECT POCKET OILER.



One-half size.

For bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 9th ave., N. Y.



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SUMMER 1890.

Prof. P. Le Perrier's European Tour

Through France, England, Switzerland on Bicycles and Tricycles. For particulars, terms, etc., address

Prof. P. Le PERRIER,
34 W. 40th Street, New York City

A. O. VERY,

New England Agent for the

Warwick "Perfection," "Union"

—AND—

"Giant" Cycles.

—ALSO—

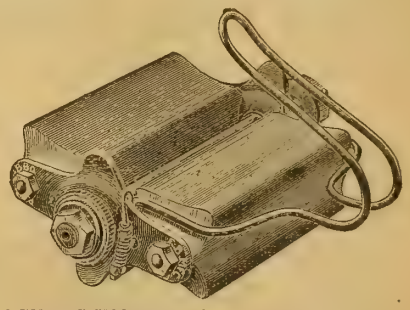
The Standard Sewing Machine

173 Tremont Street, Boston.

AGENTS WANTED,

TOE CLIPS

Are great things, but you can't jump and walk on them. They are made light and strong, and add to the looks of your wheel. Great for riding hands off and scorching.



AGENTS WANTED in every city or town in the **United States.** Write for terms, etc. Mention this paper, please.

RANKIN & BRUCE, Sole owners & Man'f'rers.
Box 103, PROVIDENCE, R. I.

Mail orders, (postage paid), will receive prompt attention. **Per Pair, 50 cents.**

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,
118 Warren Street, New York.
Mills, Bouckville, Madison Co.
ESTABLISHED 1865.

Jersey-Fitting Supporter.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts tell us that it is the best and most satisfactory supporter made.

Let every Sportsman Try Them.

Price $1.00. Will send by mail on receipt of price. Send size of Waist and Hip.



FULL PANTS.
(Patented.)
828.
Heavy Rib.
Improved double seat, strap & pocket.

No. 881. Heavy Rib.





KNEE PANTS.
(Patented.)
810. Heavy Rib,
Improved double seat and pocket.

CAUTION We hold Letters Patent for improvement on Pants, Tights, Supporters, and Support Jacket, as represented in these cuts. Each garment is marked H. & C., Pat. Dec. 3d, '89, and we *caution* all dealers against selling any garments infringing on these patents. Garments *not bearing* our *patent* mark are *infringements*, and parties selling them will be held responsible to the extent of the law. HOLMES & CO.

Send Stamp for Catalogue.

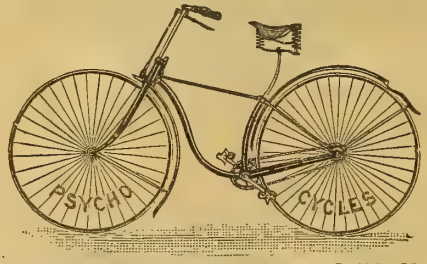
Athletic and Gymnasium Garments Manufactured by

HOLMES & CO., 109 Kingston St., Boston.

12 Styles Psycho Safeties, 7 Diamond Frames, 4 Ladies', 18 Weights.



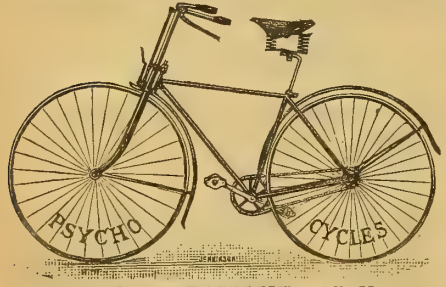
WHITE DIAMOND, 27 and 30 lbs.



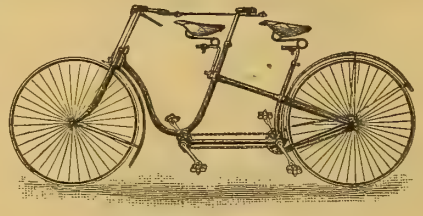
COMBINATION, 39, 44 and 50 lbs.



QUIMBY, 43 lbs.



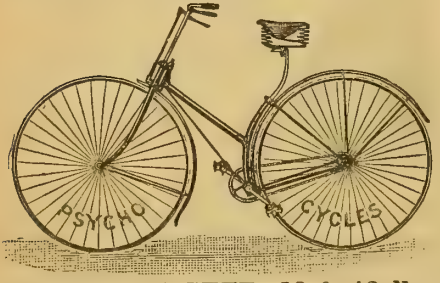
BLACK DIAMOND, 45 lbs.



TANDEM, 79 lbs.



STRAIGHT FRAME, 48 lbs.



RIPLEY ROADSTER, 38 & 42 lbs.



KING DIAMOND, 38 lbs.



LADIES', 34 lbs.

We offer more high grade safeties than all the rest of the trade combined.

CAPITAL CYCLE CO., - - - WASHINGTON, D. C.

SAFETY BICYCLES.



Leading Styles. Fully Guaranteed. Well-Known Manufacturers.

$18.00 TO 100.00.

SPECIAL DISCOUNTS TO DEALERS.

LAMPS, BELLS & ALL ACCESSORIES.

LOWEST PRICES.

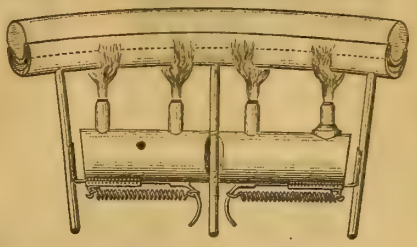
Bicycles Repaired. Special Attention Given to Out of Town Work.

SEND FOR CATALOGUES AND TERMS.

NEW AND USEFUL

PERFECTION TIRE HEATER.

Price $1.50.



Price $1.50.

Patented No. 323,686, Aug. 4th, 1885.

Loose Tires Cemented on the Road in a few Moments.

Can be Carried in the Tool Bag.

A Simple Saver of Time, Money and Patience.

Can be procured of any dealer in Bicycles, or of the Manufacturer,

Geo. R. Bidwell, 313 W. 58th St., New York.



"ORMONDE"

LIGHT ROADSTER.

WEIGHT, 36 LBS.

HANDSOME, ✣ LIGHT, ✣ STRONG.

SEND FOR CATALOGUE.

BANKER & CAMPBELL, 1788 Broadway, New York.

AGENTS APPLY.

Cycling Art, Energy and Locomotion.

The most valuable, interesting. unique and amusing book on

SCIENCE OF CYCLING

Ever issued.

It contains 300 pages of solid meat for those interested in the

Art of Cycling as a Science.

Profusely illustrated and beautifully printed and bound. **Price, $2.00.**

For sale by the

Bicycling World Co.,

12 Pearl Street, Boston.

Free To Agents and Dealers

for one year,

THE BEARINGS,

the only first-class cycling paper in the West. Send business card to

71 Randolph St., Chicago.

Send for sample copies everyone.

J. W. BATE & CO.,

No. 324 FLATBUSH AVE., BROOKLYN.

DEALERS IN BICYCLES.

55-inch Columbia L. Roadster, -	$60
54-inch American Rudge, - -	55
53-inch Rudge L. Roadster, -	60
50-inch Volunteer Columbia, - -	45

The above are in the best possible condition.



Bells for Safeties,

75 cts., 85 cts., $1.25.

Free by mail on receipt of price.

"Wheelmen's Handy Outfit."

$1 25.

Perfect Whistle, with chain, Nickel	.25
Perfect Oiler, unequalled	.50
Screw Driver, warranted Vulcan steel, nickel	.40
Buckle Locks, 2 keys, best cycle lock out, adjustable	$1.00
Brush Tool, indispensable for safeties	.50
Handy Pant Hooks	.10
Total	$2.75

We offer this combination, the best in each line, all necessary, free by mail for $2.00; or separate, free by mail on receipt of price.

Holland & Havener, Worcester, Mass.

UNION CYCLE MFG. CO.

Go slow my friend.

It is not all gold that glitters.

In selecting your mount for 1890, do not take it for granted that all the little frills and attachments which are put upon wheels now-a-days are improvements. Make sure that they are not really there at the sacrifice of strength and durability, steadiness in steering, easy running and simplicity.

These qualities are to be considered before all others.

The Union Safety possesses all of them; if you doubt it, examine and try one.

WRITE FOR CATALOGUE.

Office at Factory, HIGHLANDVILLE, MASS.

Our Eighth Year at the Old Stand.

W. W. STALL,

ODD FELLOWS' HALL,

509 TREMONT STREET, 4 WARREN AVENUE.

BOSTON, MASS.

Safety Bicycles, Wholesale and Retail.

SOLE NEW ENGLAND AGENTS FOR

ST. NICHOLAS MFG. CO., - - - Chicago, Ill.
INDIANA BICYCLE MFG. CO., - - - Indianapolis, Ind.
CAPITAL CYCLE CO., - Washington, D. C., PSYCHOS.
JOHN WILKINSON CO., - - Chicago, Ill., ROVERS.
SWEETING CYCLE CO., Philadelphia, Pa., COVENTRY RIVAL.

We are practically headquarters on low-priced wheels especially, and are prepared to supply the trade. Safeties for men at from $60.00 upward; Ladies at from $45 upward, and Boys at from $18.00 upward.

We offer the above goods to the New England trade, and solicit correspondence with agents and parties desiring to become such.

LIBERAL INDUCEMENTS TO LIVE MEN WHO WILL "HUSTLE."

Send 5 cents in stamps for our new Catalogue.

REFLECT

When you hear disinterested (?) agents of other makes of Cycles warning would be purchasers of "BRONCHO" SAFETY BIKES against the evils that will surely befall them if they buy and ride a "BRONCHO" BIKE, that they see a VERY BIG GHOST in their mind's eye. "WHOSE GHOST IS IT?" Can't you guess? THEY are THROWING ROCKS at the "BRONCHO." "WHAT FOR?" Can't you imagine? Do men THROW STONES at SHADOWS? Do men usually KICK SO PERSISTENTLY at NOTHING? HARDLY. IT ONLY SHOWS THINKING PEOPLE that they RECOGNIZE that, AT LAST, A SAFETY BICYCLE HAS APPEARED, WORTHY the steel of the NOBLEST FOEMAN of them all. A SAFETY BIKE that, at ONCE, will TAKE A LEADING PLACE with the BEST SAFETIES now before the public and KEEP WELL TO THE FRONT, dividing the honors with the BEST of them. Oh, yes, there ARE good machines built and sold by several makers in AMERICA. There ARE good machines made ACROSS THE WATER, imported and sold here. BUT when any of these AMERICAN MAKERS or AGENTS OF IMPORTED CYCLES, get up on your Shirt-collar and howl in your ear that THEIR particular Wheel is the BEST, IN EACH AND EVERY PARTICULAR, AND THAT ALL OTHERS ARE FRAUDS, they are talking the WORST KIND OF FOG, because IT SIMPLY ISN'T THE TRUTH. When a maker tells you that there are but TWO makers of Cycles in AMERICA, the parts of whose machines are INTERCHANGEABLE, set him down for a man rammed PLUM FULL of MISINFORMATION. He is making statements NOT SUSCEPTIBLE OF PROOF. He either knows he is not talking according to HOYLE, or else he is TOO WOEFULLY IGNORANT to tie to. In either case HE WON'T DO.

WHEN a man claims to be a WESTERN MAN and KNOWS ALL ABOUT THE SKOOKUM, and talks disparagingly thereof, because he NEVER HEARD of the WONDERFUL ANIMAL with the PHENOMENAL TAIL, set him down as the sort of man who could travel all day under the shade of a tree, and, at night, turn round and POUR A DIPPER OF WATER ON THE ASHES OF HIS LAST NIGHT'S CAMP FIRE. He had better reflect on what JOSH BILLINGS once said, viz: "FRIENDS, it is better to LET ON that you KNOW you are a —— FOOL, than to try to carry the impression that YOU KNOW SO MANY THINGS THAT AIN'T SO."

GENTLEMEN, WE are getting WONDERFULLY GOOD ACCOUNTS of "BRONCHO," and "the boys" who are being treated to a chance to see and examine the NEW BIKE this week, South and West, are writing us some RED HOT letters of CONGRATULATION on our success in giving "the world" a NOVELTY, a SURPRISE, and A WAY UP GOOD SAFETY BIKE COMBINED. A machine that will WIN LAURELS for every one who rides it or handles it.

WE are MODEST, WE are BASHFUL and RETIRING, WE don't claim that WE HAVE GOT THE BEST MACHINE IN EXISTENCE, but WE DO claim that in 999 points out of 1000, WE beat ANY MACHINE WE HAVE EVER SEEN, and WE HAVE SEEN THEM ALL. Keep your eyes open for OUR CUTS and, meantime, don't forget to send for our '90 "CAT." Don't forget our THREE KNOT SKOOKUM OIL, OUR SKUDERDRAK'S EMBROCATION, our LIVINGSTON'S "SURE CURE." Keep your eyes open for cuts of our REAR HUB and note how surprised you will be at its SIMPLICITY and EFFECTIVENESS.

GOOD AGENTS should send for TERMS.

WHITE CYCLE CO.,

WESTBORO', MASS., U. S. A.

(*Continued from page 458.*)

QUIDPROQUO, BOSTON.

IMAGINE how Victor Hugo would have felt if his second greatest romance had come back from the printer with the name of the noble hunchback *Qua Si Modo*, instead of in the one fine, unmangled name, Quasimodo. Somebody spoiled the name Quidproquo last week. If I blame it to you, Mr. Editor, you will say it was the proof reader, probably; and if the proof reader says he "followed copy," what can I do but lay it to the type writer. So there it goes. So many things are interposed nowadays between the expression of truth by one mind and the reception of it by another mind that it is a wonder there is any truth current. Except, of course, Columbia Cycles, which are truth in motion.

LOOK OUT FOR COUNTERFEITS.

NOW there ought to be some way of bringing current statements, (as well as current coins,) to the test occasionally, to see whether they are genuine, or are clipped, or distorted way out of all truthful shape, or even counterfeit entirely. I won't exaggerate, I'll only drop the remark that there is *one* egregious error repeated in every copy of this paper published since January; then I subside for the present, so that whoever is responsible for it, either by oversight, defective-sight, or perverse-sight, may take it away. Somebody sees it; and he'll tell.

AS TO PRICES.

SPEAKING of counterfeits and tests,---any one can test some things. For instance, you see the *advertised* prices of some bicycles, or hear the *nominal* prices made to suit the trade. Now you can find out whether those are the *real* prices or not. If the machines are worth the prices they probably are real; if the prices are fictitious, the machines probably are not worth them. See? One way to find out is, of course, to see how many inducements a dealer will offer you for buying a particular machine. Another way is to find out how much discount the agent gets from the maker. If the dealer can buy a machine listed at $115.00, direct from the maker for less than $60.00, then the real price of the machine is not $115. See? It is the same way in pianos. There are lots of $800.00 pianos that you can buy for $300.00.

The Pope Manufacturing Company make their machines worth the prices; then they cannot give long discounts to their agents; then their agents cannot afford to sell under prices. Again, that company does not have to cut prices in order to work off its machines, or to get something to try the next experiment with, or to keep its creditors off.

CYCLING EDITORS.

WE always like a cycling editor, a real editor of a real cycling paper. There is something interesting about him. He is not really crazy (we think), or he'd be in an asylum, but he must be an enthusiast. Well, I had a call from one the other day who could remember bicycling affairs "away back to 1883." Oh, my! There was a great deal happened before that, especially during the next preceding five years. But as to editors, the present editors of the *Bicycling World* are the oldest, one having that title on this paper since March, 1883, and the other beginning at that time as "editorial contributor," as the other had been before him. Well, the Pope Manufacturing Company had been in the *bicycle* business six years already. The Columbia Bicycles had been rolling along winning prizes and making records, and gaining the confidence of friends, and winning some profit to the makers, for them to distribute to the cycling editors and authors, and the tournament makers, and those who like to see races, and to the inventors. The manufacture had also brought some useful dollars for the general press, and for educating the great public, and for securing and protecting rights on highways and city streets and privileges in the parks; and, generally, in making it pleasant for wheelmen to ride wherever they chose to go.

SIX YEARS BEFORE 1883.

FOR PRETTY FEET.

ONE of the daintiest things in the cycle trade this spring,---and why shouldn't we look for dainty things there once in awhile? Secretary Bassett reported that there are 171 lady members in the L. A. W.; and then we know there are whole clubs of lady riders that are not in the L. A. W., and a great many more who do not go into clubs at all, but find it pleasant to form clubs of two or three with their brothers and husbands.---The dainty thing referred to just now is the Columbia Ladies' Double Grip Pedal, for the Columbia Ladies' Safety Bicycle. It takes a large name to describe it, but it is really very small and pretty, and just as suitable to a lady's foot as the ordinary ones are to a man's. Of course the saddle on that machine is specially made for ladies too, but the pedal is particularly noticeable.

FLY FEET.

PEDALS are not of quite so much importance as saddles, perhaps, but they may afford a great deal of comfort and safety, or a great deal of danger. They were only half perfected when the ball bearings were adapted to them. The struggle for a hold, the danger of a slip. Who that was bicycling before 1885 or so, does not remember the rat traps and semi-rat traps, and shoe clips, and pedal slippers, that were tried and discarded? But, when some five years ago, the Pope Manufacturing Company brought out the "double grip" or "four leaved clover" pedal, it marked an era. You know how a fly will walk a perpendicular wall and not slip, and how you can put the bottom of your hand down on a table and move, or even break the table before the hand will slip, because of the suction grip between the hollow hand and the flat surface? Well, that's the kind of a grip you get in two places on the sole of your shoe when you use the Double Grip pedal, (besides, of course, the hold that comes from the inclining of the surfaces to fit the sole of the foot); and it might have been called the *fly foot grip*.

A PIG'S TAIL.

IN drawing you do not need to make a whole animal to show what it is. You make the kink of a pig's tail, and your little boy or girl can draw the rest. So it is with a donkey's ear, or a goat's beard, or a gander's beak and neck. Of course one may draw well or ill, or get his drawing done for him, as a matter of execution; but there is a character about the advertising of concerns that lies deeper than the finish which the printer or the artist give to it, and which enables you to know pretty well about a concern by its "ads." The advertisements of the Pope Manufacturing Company, for instance, during the last dozen years show several things about the character of that concern. They show, for instance,

That they went in the business to stay;
That they began a national business and not a local one;
That they drew a strong bow, but not a long one;
That they took a conservative, safe course in business;
Likewise in the construction of machines;
That subsequent developments have justified their judgment,
In matters where they made a specialty;
That they drew in the best skill, knowledge, and ability,
In the matter of mechanics, engineers, and machinery,
Just as they have, in extending
The cause of bicycling with the public,
Drawn into the work the best artists and writers.

IT isn't necessary to tell the American public that the principal offices of Pope M'f'g Co., are at 77 & 79 Franklin Street; but you ought to know that's where "Quidproquo" is to be addressed.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 28 MARCH, 1890.

Volume XX.
Number 22.

The current edition of Victor Safeties is being eagerly subscribed for.

If your name is not yet written in the book, better send it in soon.

Have you seen the machine? (We say *the* machine advisedly.)

It is a very good "looker," but that isn't the best of it—it's a "doer," and ahead of anything else ever shown.

Illustrated Catalogue on Application.

OVERMAN WHEEL CO., Makers,

BOSTON. WASHINGTON.

Office and Factory, CHICOPEE FALLS, MASS.

JOHN P. LOVELL ARMS CO.,

BICYCLE CATALOG FREE

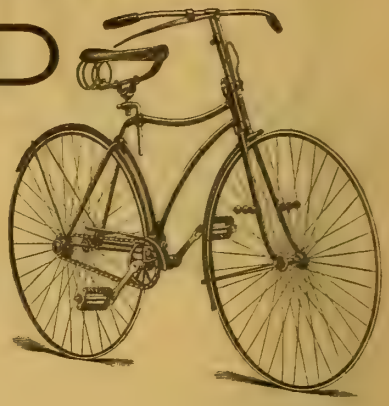
MAKERS OF THE

DIAMOND



$85.

SAFETY



STEEL TUBING, DROP FORGINGS and

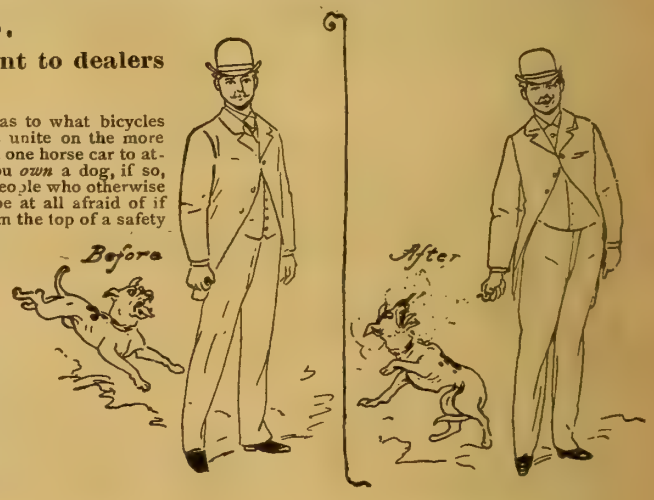
BALL BEARINGS TO ALL PARTS.

147 Washington Street, BOSTON, MASS.

CONCERNING DOGS.

We will mail it on receipt of 50 cents, and make a discount to dealers by the dozen—not by the dozen dealers.

Dear reader let us for to-day, at least, sink any differences of opinion we may have as to what bicycles should be made of, or what kind of bearings should be used, and, having done this, let us unite on the more generally understood subject of dogs. Perhaps you are one of the 38 people who rode in a one horse car to attend a meeting of "The Society For The Prevention of Cruelty To Animals." Perhaps you *own* a dog, if so, we hope you have his respect. Dogs are not *too* particular, and they associate with many people who otherwise would be lonely. We have often noticed that a mere stripling of a dog, one we wouldn't be at all afraid of if we were on the ground, (especially if we had a hickory club) becomes, when we see him from the top of a safety bicycle, a veritable "beast." When approached at such a time by a thoroughly dissatisfied dog, we formerly wanted to kill him, though we rarely *did* it. When a dog so far forgets himself as to leave the legal shelter afforded by the dooryard of his companion, and goes out on the highway for the sole purpose of making it unpleasant for wheelmen, he is, figuratively speaking, taking his life in his hands, and the law says we *may* kill him. But the law stops here and doesn't furnish us with the facilities. Hence the actual death rate is low. Our Paralyzer *convinces*, without permanent injury, and acts on the memory without perforating the hide. It is a small rubber bulb, with nozzle and cap, and contains a fluid oz. of ammonia. Held in the closed hand it is unnoticed. A slight pressure will throw a fine jet of the liquid ten feet. The dog sees no motion and cannot know when to dodge. Did you ever kick at a dog, miss him, and sprain your foot? and if you did, what did you say? and if you didn't say it, what did you think? Notice the calm, confident smile on the gentleman in our cut. Observe the dog's look of regret. We have copyrighted both, though we didn't need to, for you can't make a dog look that way with anything else.



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P. S. Which the same is the party that makes the Hickory Wheels.

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is the Safety, and the price of ordinary wheels is going down with a crash that is very sickening to all the dealers. We are still ready, however, to take ordinaries in trade for all styles of new Safeties and if you can't make figures with your nearest local dealer, you had better write to us; also, SEND YOUR NAME IN FOR A COPY OF OUR 1890 CATALOG, which will be the finest thing in its line of the season.

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Made of rolled Silver Plate, oxydized. Very neat and serviceable.

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FOR SALE—46-inch Columbia Bi., $25; 50-inch New Mail, ball, $45; 52-inch Victor, used but little, $55; 54 inch Premier, $25; Swift safety, never used, $115. EDW. P. BURNHAM, Newton, Mass.

ZOOK, LITITZ, PA., takes wheels in payment for books, stationery, type-writers, organs, buggies, cigars, steel engravings, printing, etc. Best party to buy any new wheel of, and has the choicest bargains in second-hand wheels. $250 Humber tandem, used 50 miles, $75, and 24 other surprising bargains. Write to him before you buy. An "Eagle," 52 wanted, also a "Hickory" and "Broncho."

FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, $14.00, $15.00, and $16.00. Cutters, Home Trainers, etc. Send for circulars. M. A. WOODBURY, Bradford, Pa.

BICYCLES for sale. Best Safety new, cost $140, only $90. Good Star, cost $125 for $70. Rudge-Humber Tandem tricycle, cost $260 for only $65. L. P. THAYER, West Randolph, Vt.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

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WE have a large stock of second-hand and some new machines, which we must dispose of in the next few weeks. We will accept any reasonable offer. Send for price list. WHITE CYCLE CO., Trenton, N. J.

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Easiest Running Wheel

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GOING AT 85—A $135 Warwick safety for $85. C. W. EDGERTON, Fort Wayne, Ind.

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FOR SALE—1889 Am. Star, 51-inch, enameled; ridden 100 miles; in perfect condition, for $75; cost $157.50. Present owner no use for it. Can be inspected if desired. Address Box 63, Trenton, N. J.

"SAFETY TANDEM," new, for sale cheap; also a "Tandem Tricycle" and a few "Safety Bicycles." SAMUEL CLARK, 161 Franklin St., Boston.

CYCLOMETERS—I have several "Butcher" Cyclometers, 10,000-mile pattern, for sale cheap, or exchange for other goods. Write me. J. W. BADGER, 6 Berkeley st., Boston, Mass.

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BARGAINS—54-inch Victor L. R., almost new, $90. 51-inch and 53-inch Col. L. R's, in good shape, $65 each. Crescent safety, balls all over, $75. O. W. SWIFT, Danbury, Conn.

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FOR SALE—Quadrant Tricycle; cow horn handle bar; steering in splendid condition. Best offer over $50 takes it. *A bargain.* Address QUADRANT, care Bicycling World, Boston, Mass.

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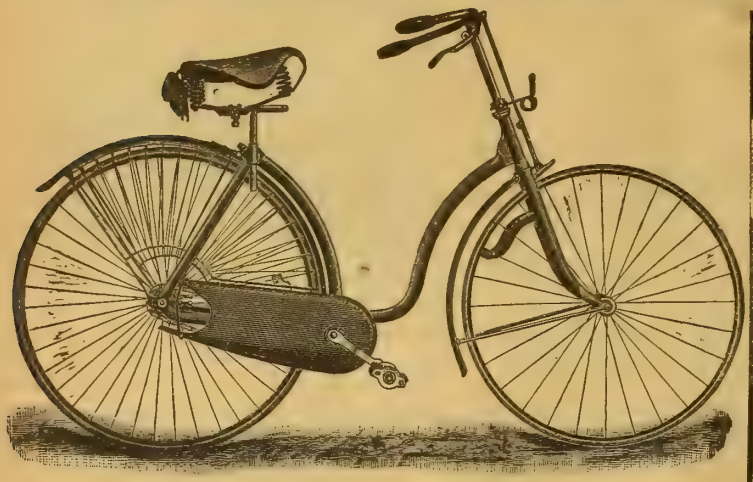
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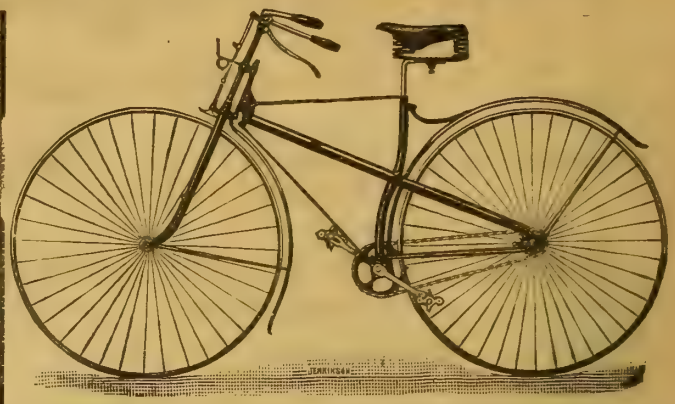
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ESTABLISHED 1826.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 28 MARCH, 1890.

LAST week we spoke of the relations of the Divisions of the racing districts and pointed out the fact that action was necessary at the hands of the Division Officials as to whether they desired to be counted in as an active factor in the make up of the district as laid down by the Racing Board.

Action should be taken at once by the Divisions so that it can be known *at once* what Division will or will not come into the racing combine.

A meeting of all the Division Officers should be called at once and action taken in the matter. It cannot be done too soon.

GOOD taste in journalism seems to be the text from which Editor MacOwen of our Philadelphia contemporary, the *Athlete*, preaches a very good wholesome sermon to the editor of our New York contemporary. We do not believe in editorial fusses and disputes, they are usually tiresome and of no possible interest to our readers, and we therefore make it a rule to refrain, though sometimes the temptation to roll up our sleeves and sail in is almost too strong to resist. We cannot, however, but say amen to the very excellent rating that Mr. MacOwen bestows on our friend Prial of New York, as the outrageous discourtesy shown by Mr. Prial in holding up to ridicule the well meant efforts of a correspondent is simply brutal. If an editor decides to print such notes as those sent on to our New York contemporary, decency should prevent the editor from making any such insulting comments as made by Mr. Prial.

Common editorial courtesy should prompt an editor receiving notes to do one of three things, publish without comments, (such as were made by Mr. Prial) consign to the waste paper basket, or return to writer "with thanks." There is only one explanation, and that is one so often hears: "Oh, well, 'tis Prial you know."

IN our Official Department will be found the full text of the rules and resolutions, as adopted by the L. A. W. and the A. A. U., which forms the basis of an amicable understanding between the two organizations. It will be seen that the official announcement tallies with the statement of facts as made in our editorial columns last week.

We are heartily glad that the matter has been settled in a manner that can but be acceptable to all who have the cause of amateurism at heart. The action of the A. A. U. shows conclusively that this controversy has borne good fruit, and that a realizing sense has possessed the management of the A. A. U. that some action was needed to bring the methods of the association back into the originally intended lines.

The same sensational and irresponsible writers that a while ago prated of "disaster to the L. A. W." and the "death of racing interests," are now busily distributing ink, and talking large about "back downs." There have been no back downs, there has been simply an arrangement made in which both parties mutually conceded points, and the outcome is such that it cannot but redound to the benefit of pure athletic sports and sportsmen the country over.

That the managers of both organizations should have kept cool heads all through the wordy war that has been waged, goes to show that the L. A. W. and A. A. U. are controlled by men eminently fitted for the handling of delicate work, without permitting personal motives or anger to disturb their good judgment. On the threshhold of a prosperous year we cannot but congratulate all of our readers that the "cloud no bigger than a man's hand" has been dispelled by the calm action of the A. A. U. and L. A. W. officials, and that where war was apparently imminent, peace is restored.

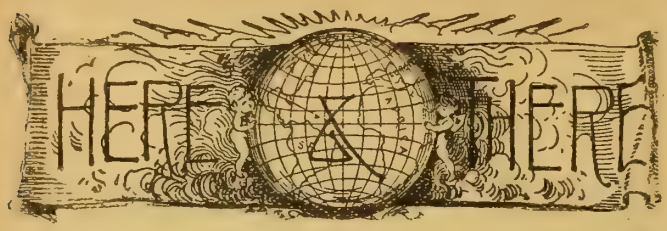
Sometimes after a heated dispute men become warmer and faster friends. Let us hope that the late dispute between the A. A. U. and L. A. W. may be the means of cementing the union so that hereafter in all matters where the welfare of amateur sports is concerned they may pull together with a will.

THE MIDDLESEX (MASS.) CLUB DINNER.

MORE than a passing notice of this club's annual dinner is due from the fact that the Middlesex Club is unique, the membership of some fifty being about equally divided as to sex. While there are other clubs in the country which accept ladies as members, we do not know of another cycle club in which the ladies have as much to say and as much influence as in the Middlesex. This is an organization which we should like to see copied all over the country, and we honestly believe that the cycling club of the future will be based somewhat on the plan of the Middlesex.

But to the dinner which was held at the Quincy House, Boston, last Tuesday evening. Twenty-four members and guests sat down at 7.30 P. M. to discuss a most excellent menu. At the head of the table sat President F. M. Jones, and at his immediate right sat First Vice President of the L. A. W., Emery, while near the head of the table sat Secretary Abbot Bassett and lady and C. W. Fourdrinier and lady, also guests. The members present were G. J. McArthur and wife, E. W. Bailey, Miss Nellie E. Barrett, J. Hilbourn, Capt. E. P. J. Morton, Joseph Butcher and wife, Mr. Beers, Miss Beers, Miss M. Kirkwood, Mr. W. Kirkwood, Miss Marsden, B. P. Sands, James Kelley and wife, C. Atkinson and wife.

After dinner President Jones welcomed members and guests and spoke of the growth and prosperity of the club. Dr. Emery responded to the toast of the League and Mr. Abbot Bassett waxed eloquent and poetic over the last "The Ladies." These were the only speeches made, and then the chairs were drawn away from the table and the ladies and gentlemen listened to an excellent programme of mandolin and banjo solos by Mr. Barton, interspersed with some clever character sketches by Mr. Frye. The whole affair was most delightful and informal, and we can only wish there were more clubs like the Middlesex and that it might be our good fortune to sit at the mahogany on many similar occasions. The programme of the post prandial exercises were dainty affairs printed on blue satin, and the committee on entertainment was composed of Messrs Atkinson and Butcher.



BOSTON NOTES.

"TONEY."

JUDGING from present indications things are booming in or near the club rooms of the Cambridgeport Cycle Club. At the last meeting of the club the other evening a large amount of business was transacted, including acceptance of the resignation of Bugler E. Leland Morse, and the report of the committee recently appointed to revise the Constitution. Ex-President E. P. Craig offered to give the club a gold medal to be raced for on Memorial Day. There has always been a friendly feeling existing between this club and the Charlestown Rovers, and on the occasion of the minstrel show of the latter organization the Cambridgeporters will turn out in force, as will the Rovers on the occasion of the last assembly that the Port men will give this year.

IT is understood that the Taunton Bicycle Club is in correspondence with the New Bedford Cycle Club, and the Ramblers Club of Fall River in relation to a series of road races by teams representing the clubs mentioned. The teams are to consist of five members from each club, and prizes will be offered for the winners at the different meets. Although road racing has taken a tumble in this section of the country, it is quite evident that if such a series of races are arranged they will have some little effect upon cycling racing in the East.

VAN WAGONER has at last decided to give Lumsden, the Western crack, an opportunity to show what he is made of, and to beat him if he can, upon the road. Van recently wrote to Mr. Poorman announcing his intention of entering the road race on the Fourth of July. It is understood that Van Wagoner is in prime condition, and that it won't be any fault of his if he fails to come off a victor in the great struggle, while at any rate Lumsden will not have a chance to beat him, even if he doesn't let the grass grow under his pedal extremities.

THE Somerville Cycle Club and its lady friends assembled in full force in Odd Fellows' Hall, Somerville, last Tuesday evening, and spent two pleasant hours in watching the living pictures as presented by Reynolds, Emerson and Prescott.

NEW YORK.

"HAWKSHAW."

I AM astonished to read the following in Brer. Miles' usually entertaining paper: "The Elwell party, that is to make a European tour, leaving New York, June 7, *is already more than half full.*" The italics in the foregoing are mine, but surely Brer. Miles doesn't mean this. He knows too much of athletics to believe that anyone contemplating so long a trip as the above, would begin training for it so far ahead as this, and especially in the above manner. Besides, he must not forget that the promoter of the tour is from Maine, where no one ever thinks of getting in such a condition.

A CELEBRATED quack, a few years ago, when asked for his address, replied that a letter simply addressed to him, without any designation of country or city, would always reach him, since everybody in the world knew him, and it was useless to burden the authorities with any further instructions in the matter. This was egotistical, bombastic and untrue, yet I would that wheelmen would look upon cycling in somewhat the same light. The address of cycling should be the world, and the brotherhood of wheelmen should be as universal as the address of the sport they uphold. There should be no distinction as to location, but as all riders are wheelmen, whether they abide at home or in foreign lands, so should they all be recognized, whether from the south, north, east or west of the country they inhabit. Localism and sectionalism should not be allowed to enter into any of our discussions. Cycling is catholic, and as such must be maintained, or else, like a house built upon shifting sand, it must surely fall. Perhaps in this column I may sometimes have written paragraphs that have seemed to be aimed at certain sections of this country, or at lands across the sea. If such has been the case, it has been an unintentional error on my part, as my object has been to decry errors that I have seen, or fancied I saw, creeping into the sport, in various localities, and my censure was aimed at the error, not at the country or section in which it has occurred. To me there are no foreign lands in cycling. I believe that were I to meet a wheelman at the furthermost end of the earth, that I would grasp his hand with as true a friendship as I would one of my fellow club mates, and feel as sure that the answering pressure would show me that I was not mistaken in doing so. Love of home or country is a sentiment which is worthy of all praise, but local prejudice and pride should not be allowed to overtop that sense of right and justice which teaches us to admire and respect our fellow man, when he proves himself worthy of it, come from what land he may. I hope that my readers may see this in the light I have endeavored to place it before them, and that they will give their aid to combatting all attempts to draw any geographical lines, beyond, or in which, wheelmen are declared to be either better or worse than they are elsewhere throughout the universe Such ideas are unworthy of ourselves and the sport as well.

SOMETIMES, in our conceit, we are inclined to boast that cycling was never an infant, but was born a giant, or if not that, that our infantile period was so short that it really ought not be counted as such. In many respects this is true, and yet every now and then, something or other comes to the surface, that shows us we have not altogether laid aside our swaddling clothes, even yet. In last week's papers I noticed accounts of some club elections; many of these were among our most prominent, and supposedly most advanced clubs, and yet I found that in the list of officers there yet appeared the names of Club Surgeon, Club Consul, First and Second Color Bearers, Buglers, both First and Second, First and Second Lieutenant of Tricycles, etc., etc. Now can anything be more juvenile and out of date than such offices? That they should have ever been, causes me to blush at our youthful folly, but that at this late date to continue their existence, makes us a laughing stock, without even the excuse of the inexperience of youth to protect us. In days gone by, it was the endeavor of struggling clubs to catch and retain the then not numerous member by promising him an office, and as fast as the stock of standard ones ran short, new ones were created, until our clubs were like, it is often claimed some armies were, all officers and no privates, but that day, I had hoped was past and gone, and I thought that in onr enlightenment we had discovered that it was quality, not quantity, of officers that we were aiming at. I see I am mistaken, deep in the hearts of many riders, yet lingers that human desire to affix to our names some sort of a title, which will allow us to adorn our persons with gold braid or badge, in designation of our high degree, and removal from the ranks of the common herd. I am sorry that it is so. I can understand how the Royal Benevelent and Protective Order of Hack Drivers, might create for themselves such officers as the Past Grand Oiler of the Left Fore Wheel, or Grand Keeper of Defunct Whip Stocks, but I must declare that I cannot understand how so intelligent and enlightened a set of biengs as wheelmen can follow the same foolish and childish methods. I am convinced that riders do neither their clubs nor themselves justice in continuing this practice, and feel certain that a little thought on their part will cause them to see that I am right in crying down such performances.

NEW JERSEY NOTES.

"NITRAM."

ON Saturday evening, March 29th, the members of teams numbers four and five of the Hudson County Wheelmen pool tournament will convene and play the finishing game in the tournament. The team (consisting of three members each) winning the highest number of games out of the forty played will receive prizes to the value of $15.

CHIEF CONSUL DR. G. CARLETON BROWN, in a letter which he has just sent to each of his Local Consuls, says "the riding season will open with a boom, and the New Jersey Division membership must boom too. I have set the figures at 1500 for next year, and I depend on my Consuls to help me bring it up to the mark." I hope the predictions of the Chief Consul will be realized.

THE tournament to be held by the Orange Wanderers, on Tuesday evening, April 8th, promises to be of a very interesting nature. Teams from the Atalanta Wheelmen, Elizabeth Wheelmen and Orange Wanderers will meet in a tug-of-war contest. Mr. D. J. Canary, the world-famed fancy bicycle rider, will give one of his marvellous exhibitions.

THE fourth "Ladies' Night" given by the Atalanta Wheelmen during this winter, was given on Wednesday, the 19th inst., and was probably the most enjoyable of all. The evening, until eleven o'clock, was devoted to progressive euchre, the winners of the first prizes being Miss Stevens and Mr. Woodruff, while Miss Winans

and President (ex-Captain) Drabble captured the booby prizes, the President showing plainly that he is more expert on the wheel than at the card table. Supper was served by Day, the Newark caterer. The remainder of the evening, up to one o'clock was devoted to dancing.

THE annual meeting of the Englewood Wheelmen will be held on Tuesday evening, April 8th, at which will occur the election of officers for the ensuing year. It is expected that the election will pass off quietly. The membership has steadily increased to twenty-eight, with new propositions at each meeting, and under the direction of their energetic Captain, Mr. Chester Colgate, who, it is expected, will continue in office for another year at least.

ON Monday evening, March 24th, a meeting of delegates from nearly all of the prominent cycling clubs in New York City, Brooklyn and New Jersey met at the club house of the Brooklyn Bicycle Club, for the purpose of organizing the "Great Century Run" for this year. Although considerable kicking had been indulged in prior to the meeting, everything went off harmoniously. Mr. Waldo E. Fuller, of the Brooklyn Bicycle Club, was elected Chairman, and Mr. F. M. Cossitt, of the Riverside Wheelmen, Secretary. A committee consisting of the following gentlemen was then elected: Captain L. H. Wise of the Long Island Wheelmen; Captain W. F. Murphy, Kings County Wheelmen; Captain Frank L. C. Martin, Plainfield Bicycle Club; L. A. Clarke, Citizens' Bicycle Club; and C. E. Coggeshall, Bloomfield Cyclers. Among the other delegates present were Captain A. T. Rummell and H. H. Russell, of the Atalanta Wheelmen, and Captain E. J. Day, of the Hudson County Wheelmen. The matter of settling a date for the run was left undecided until the next meeting of the committee, which will be held on Monday evening, April 14th, at the club house of the Citizens' Bicycle Club. This will give the committee time to settle on the advisability of holding the run in conjunction with the Pennsylvania Division meet, which will be held in Philadelphia some time in June. The management of the run will be exclusively in the hands of the committee and the assistants whom they may deem it advisable to appoint.

PENNSYLVANIA.

"ARIEL."

PHILADELPHIA cycling circles sustained a sad loss in the death, last week, of Mrs. Harold R. Lewis, the first lady member of the Philadelphia Bicycle Club, and one of the pioneer wheelwomen of this city. To her club, her friends and her home, the loss is an irreparable one and Mr. Lewis has the sincerest sympathy of his many, many friends in this bereavement.

THE Century Wheelmen will hold two five-mile road races on Good Friday afternoon, to be run on the Montgomery avenue course between Haverford and Bala. First will be a team race, three men to a side, Messrs. Speier (don't please put this "Sperer," as all the local papers have been doing), Degn and Garrigues, against Messrs. Bailey, Oellers and Whiteside. The next, an open scratch race, will start five minutes later, with Messrs. Allen, Bahl, McCune, French, G. Schell, Schaut, Kirk, Sadler, J. Schell, Havens, McGlathery and Sayre.

TWENTY members of Century are booked for the New York-Philadelphia Century Run, and ten names are down for the meet at Niagara Falls, it being proposed by the club to charter a special car and swing the name outside the car, after the fashion of National political delegations. If there won't be a monkey and parrot kind of a time in that same car, then I'm no true prophet.

GOOD FRIDAY will witness another road race in addition to Century's, the Columbia Cyclers intending to hold a little one of their own. Speaking of this comparatively young organization, reminds me that two new clubs saw the light last week; one, the Clover Bicycle Club, composed of riders who store their wheels at the Park Rink, and the Outing Club, from the southern section of the city. All told, about sixteen cycling organizations in this Quaker town.

"PENNSY" offers a tuneful treat to her members in the shape of a "Musicale" next Friday night, and the committee have got a programme as is a programme. I hope to be on hand.

HAD a most welcome letter to-day from my old friend, Potter, who is now in Peoria, Ill., and Vice President of the club there, and he tells me that they are going to eclipse themselves in the way of a race tournament this fall. If all that I hear be true they should gather the cycling racing luminaries from all over the country.

AND to think that Philadelphia hasn't even *one* decent race track. However, there is at last a glimmer of hope. Pursuant to the offer of the Tioga Athletic Association that all fees received from cyclers joining that body be devoted to the placing of their three-lap track in first-class condition, some twenty members of the Century Wheelmen, ten or twelve from the Pennsylvania Bicycle Club, and others, have sent in their applications, and if a little energy is only shown we will at length have a first-class track.

THE Athletic entertainment given by the Century Wheelmen, on Thursday night, was a fitting close to the winter's efforts in this line. The wheel room was thronged by about 300 members and invited guests, who witnessed a most attractive programme, in which sparring, wrestling, fencing, high kicking and tug-of-war contests all played their part. The greatest interest—if I may except the wrestling bout between Dr. Schell and Mr. Hoskins, of the Athletic Club Schuylkill Navy, which was won by the former, who gained a fall in seven minutes—centred in the tug-of-war teams, as at the Pennsylvania "Smoker" the Century team pulled the Pennsylvania men, and the present one decided the cycling championship of Philadelphia, the winners of the last contest meeting the South End team. Well, they met 'em—and got left! The South End men are old hands at the thing—or if not old hands they understood their business remarkably well—and when the pistol went off there were some 2 1-4 inches of rope to the credit of our down-town friends. Then the West Philadelphia Branch, Y. M. C. A., pulled the Northwest Branch, and, winning, finally got away with the Alert team, and it was over. Great credit is due the Entertainment Committee for their very successful efforts.

THE *Item* very generously offers a handsome prize for the championship of Philadelphia, to be contested for in a five-mile road race. The affair has been placed in the hands of a committee composed of representatives from the various clubs, who will arrange details; a preliminary meeting being held at Spalding's to-day, March 24.

PHILADELPHIA for the Pennsylvania Division Meet for 1890! At the regular meeting of the Associated Cycling Clubs of Philadelphia, at the Century Club house, last week, the delegates reported that their clubs were in favor of having the meet held here, and a committee was appointed to confer with Chief Consul Boyle in regard to same. To-day, March 24, a meeting was held at Spalding's to report action, and the Chief Consul having been found to favor the move, it was decided to invite the Pennsylvania Division, on behalf of all the Philadelphia Clubs, to meet here on June 27 and 28. A General Executive Committee was appointed, consisting of H. Crowther, Chairman, Thos. Hare, J. J. Bradley, and President Tucker and Secretary Edwards as members, *ex-officio*, to appoint the various committees and arrange details. It is purposed to make this the largest gathering of wheelmen ever held in the Quaker City, and that it will attract wheelmen from all surrounding towns is certain. All we ask is a little more harmonious action on the part of the Weather Bureau.

NIAGARA FALLS.

"KISMET."

As Niagara Falls has been for some time past the almost unanimous choice of all wheelmen for the 1890 meet, and the fact that the L. A. W. in convention decided in its favor with no opposition whatsoever, it would in my opinion be quite appropriate at this time to describe to the readers of the WORLD something of the natural advantages of this beautiful place. To attempt to describe the beauty and grandeur of the scenery of Niagara in its various forms is something absolutely impossible, as you will admit when such a great writer as Charles Dickens, on viewing the great cataract for the first time, said, "I simply looked and wondered, but could do no more; words are not great enough to do justice to this magnificent sight." Besides the Falls, the rapids both above and below the river are a sight that is not equalled anywhere on the face of the globe. "Goat Island," which separates the American and Canadian falls, is a spot which no person visiting Niagara should miss. It has a driveway of two miles (the distance around) where different views of the falls and rapids may be obtained on this island to the famous Cave of the Winds, into which visitors are taken under and around the falls, and from this point looking up at this immense volume of water pouring over the brink with a roar that can be heard for miles away, is the finest view obtainable. Further up is the grandest of all cataracts, the "Horseshoe Fall." This is the largest and finest of the falls. A path leads to the very edge, where you can view it in all its splendor. Above this are the famous Three Sister Islands, where a view of all the rapids, and the river above the falls can be got from each of the islands. Crossing from the islands to the main shore again, you can follow up the river as far as Buffalo, over good country roads, and with an elegant view of the river all the way.

BELOW the falls, about two miles, is the world-wide famed whirlpool and whirlpool rapids, where the greatest of all cranks are anxious to achieve glory and fame by going through these whirl-

pools and rapids in barrels, etc. This is without any doubt the roughest body of water for a short distance known. Below here, and after about three miles of elegant riding, is the famous Brock Monument, marking the spot where that gallant General fell, in the war of long ago between the United States and Great Britain. Just below this is Lewiston Hill, a coast of about one mile, after reaching the bottom of which you find yourself in the town of Lewiston, seven miles from the falls. Lewiston is where all steamers land going and coming from Toronto, Ont. From Lewiston for eight miles by the side of what is now the smooth and broad Niagara river, is a delightful ride over as fine a country road as is in the State, which will bring you to Lake Ontario, where several companies of United States regulars are stationed at Fort Niagara, which fort is located here. You certainly will feel like resting here, after your ride of fifteen miles, and here, with the wide, blue lake and its cool breezes, stretched out before you, you will find this a place where you can rest with all the content you may be capable of enjoying.

I HAVE dwelt a little too long on this subject, but you will pardon me, I am sure, as those of you who will be fortunate enough to attend the League meet will certainly bear me out in saying that the attractions which I have feebly tried to describe are far beyond any power of words to represent.

BEFORE I close I wish to state that the Niagara Falls Bicycle Club, upon whose invitation the annual League meet is to be held at this place, have already started to work, and will spare no pains to make this a convention that will go down in history as the grandest that was ever held. The club has seventy members (active and associate), composed of the foremost business and professional men in the town. They have an elegant club house, two and one-half stories high, located in the exact centre of the town. It is fitted up with all modern improvements; billiard and pool tables, card room, double reception room, baths and gymnasium. This club house will be the headquarters of the League officials while here. The house is but five minutes' walk from either depots or any of its numerous large hotels, where accommodations for thousands of people can be got. Members of the League, if you visit Niagara and the meet you will never regret it, as we, the members of the Niagara Falls Bicycle Club, will make it an occasion you will never forget.

CHICAGO.

"THE STROLLER."

THE principal event of the week as far as the Chicagos and Lincolns were concerned hinged upon the result of the first game of the series in the billiard tournament; the general expression being that whichever club won the losing club should walk home. The first game was played Thursday night, Robbins representing the Lincolns and Thrall the Chicagos, and in spite of many petty annoyances in the shape of a chilly hall, chilly proprietor of same, etc., etc., proved very exciting and resulted in a victory for Thrall, score 200 to 168; the average we will not speak of this time. The next game will be Tuesday evening and will doubtless be managed better than the last. Herrick of the Lincolns is trying to arrange a race between the Presidents of the Illinois, Chicago and Lincoln Clubs, and offers to act as pace-maker as well as peace maker of the event. Herrick says that would be a slow race between fast men and worth going miles to see.

THE fine roads Sunday last proved a great inducement for wheelmen and wherever you went you found the merry cyclist. Quite a number of club runs were also held despite the rawness of the atmosphere.

THE scheme of the Chicagos to have the State meet here is not looked upon with favor by the Illinois Club, and may fall through just for the lack of a little energy to make it a grand success.

THE Pullman road race this year bids fair to eclipse all previous ones and the time limit being left at twelve minutes, a hundred and fifty entries at least are expected with the chances of more. As a suggestion to the committee having the race in charge, why not have two time medals, one for the contestant making the best time and the second medal for the contestant making the next best time. I should think this would be an improvement over the old way, and make the race decidedly more interesting for the scratch men.

THE Chicagos had an athletic entertainment Saturday evening, consisting of several wrestling bouts, and tame, very tame, sparring contests between some of our local talent. The enthusiasm was there though, especially on the train returning home, when Rome fairly howled, and he who did not have to dodge a flying valise of Barrett's was fortunate indeed. One suburbanite who was unfortunate enough to enter that particular car, declared that the occupants must all be escaped patients from an insane asylum.

ONE of our dailies here has been running a series of sketches of the various cycling clubs in their Sunday issue, and the cuts of the various officers with which the articles have been embellished have been something fearful to look at. They are even worse than the ones the *Referee* said were not fit to advertise a dog show with. I am happy to say that the victims at last accounts were still living.

THE Lincolns have had a raffle, likewise the Englewoods, and now the Chicagos are at it, and he is lucky indeed who escapes without having to purchase more than one ticket. It is said one of the prizes will be an elegant steel engraving called "The Cheerful Seven."

THE Wilmington vs. Chicago team race is ——. Ring down the curtain to slow music.

PROVIDENCE NOTES.

"ELNOD."

THERE is some talk among the local wheelmen of forming a party and going to New Jersey on Decor tion Day and seeing the Milburn-Irvington race. We of course would go with the expectation of seeing Van Wagoner somewhere near the winner at the finish. Weld of the R. I. W. is thinking of entering. We think if Mont Scott could be prevailed upon to enter that the dust from his little wheel might be seen flying in the faces of many of those New York scorchers.

At the last meetings of the Rhode Island Wheelmen, Messrs. Pillsbury, Peck, Sprague, and Ryder, members of the Massachusetts Bicycle Club, were unanimously elected special members of the Rhode Island Wheelman.

MR. W. S. DOANE the well known road rider and scorcher of the Dorchester Bicycle Club, has been here in town the past week on business. We tried to make him enjoy himself, and our only hope is that we succeeded.

THE Rhode Island Wheelmen will have a musical and athletic entertainment at their rooms on Friday evening.

LIEUT. BARKER of the R. I. W. has been missed from the club room of late, owing to an attack of "La Grippe."

NEW HAVEN.

"ELM CITY."

THE New Haven Bicycle Club voted unanimously at its last regular meeting to become a League club, and a committee was appointed to revise the Constitution and By-Laws with that object in view. The New Haven Club was at one time the third oldest League club, but on account of not being assigned their right position in line at the last Boston meet they withdrew, and now they come back into the fold. [Good old New Havens.—ED.] The Executive Committee of the club had a secret session last week, which we understand was a very lively one, much business (?) being disposed of.

MR. DEAN has done good work on the Road Improvement Committtee of this State. His last act was the discovery of an old law compelling Selectmen of towns to erect guide boards wherever necessary, and which is sadly neglected in this State. 'Tis much better for the towns to pay for the guide boards than for the League to do it, and saves the League trouble and expense.

THE polo game came off the other night, between the Hartford Wheel Club and the New Haven Bicycle Club, at the Lincoln Rink here. A crowd of 700 people were in attendance. The evening's entertainment opened with a game of polo on Eagles, two on each side. They played a very pretty game. Messrs. Canary and Miller defeated Messrs. Gaylor Brothers, 2 to 0. Dan Canary followed with an exhibition of fancy riding. The polo game followed, which resulted in the defeat of the Hartford boys, 6 to 2. Their weak point was on the goal tending, where Ripley played poorly, being a new man. After the game the visitors from Hartford, including Chief Consul Post, Joe Goodman, Clayton (the Hartford correspondent of the WORLD) and others, repaired to the club house, where a lunch was served, and the time passed socially till train-time.

THE New Haven polo team have won eight straight polo games, and deserve great credit for their excellent playing. They have won the championship, and received their trophy yesterday, which was an elegant silver water service, gold-lined.

PREPARATIONS are going ahead for the grand tournament to be held here Monday, June 9th, and the largest affair of the kind ever held here will be the result. Good amateur racing only will be the order of the day, with championships and prizes to draw a large field of the fastest men.



WILLIAM VAN WAGONER, Champion of Rhode Island.

We show to the readers of the WORLD this week a portrait of Van Wagoner mounted in his racing position on the Eagle Bicycle upon which he won the following races and records in 1889:

At Montreal, August 24, 1889, 5-mile, open. Time, 15m. 37 4-5 sec. (Canadian Record.)

At Providence, September 25, 1889, 25-mile State Championship. Time, 1h. 18m. 15sec. (World's record for this distonce in Competition.)

Wilmington 25-mile Handicap Road Race, October 19, 1889. Won from the scratch. Time, 1h. 37m. 52 sec.

The Lancaster Pike Record, November 5, 1889. Distance 15 3-4 miles. Time, 47m. 41 4-5 sec.

On Lancaster Pike, December 5, 1889. 5 miles. Time, 15m. 45 sec. (5-mile road record for this country.)

A handsome photograph (from which this engraving is taken), 6 1-2 by 8 inches, mounted ready for framing, will be sent to any address on receipt of 15 cents.

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ORDER EARLY. Last year, as every one knows, was essentially a Safety year, and every maker gave his best attention to that type of wheel, and pushed it for all he was worth. This, of course, was very proper. Very naturally, too, each of these manufacturers made fine, large-sized claims. **ORDER EARLY** Perhaps that was right, also. Some of the claims were substantiated. Some weren't. Along with the others we, too, made a few claims. Even said that THE AMERICAN RAMBLER was *the best and most popular Safety of them all.* The previous season had warranted us in saying so. Hence we believed it sincerely, and we be- **ORDER EARLY** lieve it still—even harder than ever, if such a thing were possible. Think we've a first-class, large- **ORDER EARLY** sized reason for doing so, for, dear reader, never was the worth and popularity of a wheel more thoroughly demonstrated than in the case of the RAMBLER, for bless you, the unprecedented flow of orders, literally, and in fact, fairly overwhelmed us. Try as we might, but even ours, the largest cycle factory in this country, could not keep pace **ORDER EARLY** with the demand. Our factory worked early and late, over time and over force, and could not turn out wheels fast enough, and in numbers of instances orders were cancelled on that account. *This we believe is the sort of evidence which makes a claim worth anything*, and **ORDER EARLY** speaks better than can any idle words. During the "off" months we increased our already large facilities, and we hope this season to obviate delays, but already the orders are coming in thick and fast, giving promise of another awfully busy season, so that it behooves all to

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PORKOPOLIS NOTES.

"STAR."

CERTAIN of our wheelmen affect amusement at the name adopted by the "Porkopolis" Wheelmen, and pretend to regard it as a burlesque. The new club is anything but a burlesque. It is composed of earnest and enthusiastic wheelmen, who believe that a first-class bicycle club can be successfully conducted without the aid of stimulants, and propose to try the experiment. As to the name, that is a minor consideration, for a good club can make a very plain name respected, whilst another club might make the most appropriate name detested.

THE *Bearings* says: "The Ohio Division meet will be a *howling* success." It is sincerely to be hoped that it will not be quite that bad.

THE bicycle manufacturers and importers of this country, who are certainly interested in the success of the League, could at almost no expense do a great deal toward recruiting its ranks. The League could furnish them with a supply of the circulars entitled, "The Objects of the L. A. W." These could be sent out to their agents, with the request that a copy be given to each person who buys a wheel. If this were done it would bring a great deal of new blood into the League, and enable it to do a great deal more good than it is now doing.

IT is reported that the Indiana Division intend to arrange their annual meet and tour so that they can attend the meet of the Ohio Division in a body. Why could not Kentucky and Michigan follow their example? The more the merrier, 'tis said.

THE mystery surrounding the disappearance of Mr. Hiram W. Longley has been dispelled by the finding of his body in the Ohio River. The coroner's jury returned a verdict of death by suicide. To those who knew what a quiet, modest, yet earnest and enthusiastic wheelman he was, it will be needless to say anything in his praise.

DENVER.

"PEDALLER."

IN comparison to other cities of a much smaller population of wheelmen than we claim here, I think Denver makes very little fuss (in print) about her wheels or wheelmen. So here goes for some "fuss." Everyone is talking racing at present, and if it is not road racing it is ditto on the track. Gerwing and Croll settled a dispute as to their riding abilities one evening last week in the Coliseum at which Gerwing won easily. [Mr. Gerwing has lately been suspended by the L. A. W., therefore, if Mr. Croll is an amateur his standing is also jeopardized. We would suggest to our Denver amateur riders that racing with either of these gentlemen may complicate matters.—ED.] A separate track for the wheelmen is being agitated, and if the two clubs (Ramblers and Socials) would combine and say they must have a track, to be used by both clubs, I am sure that want would not continue to be felt. But "cup mutilation" is all we hear now, and if all the talk and newspaper attacks that are being indulged in by both clubs would better the matter or erase the engraving in the least, it might be one source of gratification to both parties; but it does not, so better call a halt, and work all the harder for the next race.

AMONG our lady riders may be counted one plucky little woman (name withheld) who takes in her weekly run as regular as clockwork, and she enjoys an occasional scorch with her gentleman companion as well as the next one. She is especially friendly to long runs, and a short time ago rode forty miles, returning against a high wind. W. R. Brown, the London bicycler who stopped over here on his trip across the continent has occupied part of his time teaching riding to our ladies here at Martin's Ferry.

HARRY M. JACKSON, who won the amateur championship here last fall, has been making all his "runs" on foot the past winter, but says he hopes to be ready by the last of April—the time appointed for the Rambler-Social road race—to take a "short run" on his wheel.

BY the way (or wheel) that road race is creating a deal of interest, and if every man in each team does not surprise himself, it will not be because he has not been training for two or three months ahead. The Socials may be seen most any Sunday it isn't raining out on the Brighton road bending over their handle bars, while the Ramblers take in the roughest roads that can be found in the State. Captain Perkins of the latter club says the roads are not very rough; and that his men are not very tough, but just tough enough. That they are is the wish of "Pedaller."

BALTIMORE.

"NORVAL."

THE pool tournament of the Hagerstown, Md., Club, finally closed on Thursday night, March 20th. The result of the contest in the first class was as follows: C. P. Martin, 68 points; Frank Witmer, 65; Wm. Updegraaf, 57. The winners of the several classes were: C. P. Martin, first class; C. R. McLaughlin, second class; C. R. Grove, third class. A series of games was then played between the champions of the three classes to decide who is the champion player of the club. Each of the three champions played five games with the other two contestants. The champion of the first class gave the champion of the second class one point in each of the games played, and to the third class champion three points. The second class champion gave two points in each game to the third class champion. The score resulted as follows: C. R. Grove, 97 points; C. P. Martin, 86; C. R. McLaughlin, 72. A handsome gold medal will, in the near future, be presented to C. R. Grove, the champion of the club.

THE cyclists of Easton, Talbot County, Md., gave a supper to Captain Hodson, of the Crisfield, Md., Cycle Club, on Thursday, March 20th, at Moore's. The menu consisted of oysters on the half shell, wild duck, shad, lobsters, tongue, ice cream, water, ice and coffee. Among those present were: J. Harry Covington, George W. Baker, A. F. Haddaway, Willie Dixon, Henry Hollyday, Jr., Frank A. White and Thos. H. Connell.

MANY new recruits have joined the ranks during the past winter, and many new faces can already be seen on the roads.

VERY little cycling was done the past week, owing to the continuous rainy weather and the bad condition the roads were in.

IT is rumored that the Crescent Club is slowly dying away. Since the organization of the Atalanta Wheelmen the Crescent's membership has reduced. The Atalantas now occupy the Crescent's club house, on Boundary avenue.

THE Road Bill is still in the hands of the Senate Committee. It will very likely be killed, at least I fear so.

THE cycling fraternity here are pleased to hear that Mayor Davidson has signed a resolution directing the City Commissioner to have macadamized Park Heights avenue, known as Pimlico Road.

THE Chief Consul again leads his club in mileage for the past year, the number of miles ridden being 6177.

NEWS AND COMMENT.

THERE are nearly 500 miles of cedar block pavement in the city of Chicago which has been laid over ten years. The Detroit *Evening Post*, in speaking of this kind of pavement, claims to quote a certain contractor, who gives as a reason why the cedar pavements have not been as good in that city as they ought to be. Hear him: "There has never been a mile of cedar pavement laid according to specification in Chicago. And why? Because the price has always been forced down so low that contractors cannot do the work according to specifications without losing money. As contractors have done work repeatedly below actual cost, the inevitable conclusion is that poor pavements were laid."

THE winter of 1890-91 will mark the next session of the Connecticut State Legislature. Then will be the time for Connecticut L. A. W. men and advocates of the cycling art to show their colors. Try a dose of New York's medicine and present a road improvement bill. Remember the fable of the "Early Bird!" Electioneering is in order at all times.

PRESENT indications all tend to show that Fairfield County, Ct., will be blessed with better roads this year than ever before. The selectmen of the various towns are taking the matter in hand, and instead of using the loose dirt for a foundation, loose stone is being used in its place. With the extensive road improvements going on in the old towns of Stratford, Bridgeport and New Haven, wheelmen will have many opportunities to exchange visits, and the best feature of all is that they will have the pleasure of riding over much better roads than heretofore.

FRANK DINGLEY, the man who holds the 100-miles track record, it is said, has lost his grip on long distance riding. The Omaha *Bee* says that his wonderful powers of endurance are gone, and that he is only good for short lashes. Many attempts have been made to lower his wonderful 100-miles record of 5 hours 38 minutes 44 1-5 seconds made at Lynn, Mass., September 22, '87, but efforts so far have proven fruitless.

WE are in receipt of a letter addressed to "*Eugene M. Aaron, Secretary-Editor*," containing some very interesting notes. The very funny part of the business is that the notes are written by a

Division League official. We won't say what Division or from whence the notes came, but that any League official should be so far behind the times as not to know that Aaron is "no more" Secretary-Editor is past our comprehension.

A CINCINNATI exchange remarks that, "This city will soon be thrown in a state of agitation over the appearance of a married ladies' club of bicycle riders. A prominent society lady, who lives at the Gibson, is the leader, and avers that the club will make its appearance on the street as soon as the weather permits. They have been practicing all winter, and are now in a state of perfection. They expect to create an immense sensation, and it is safe to predict that their expectations will be fully realized. Their costumes will consist of navy-blue riding trousers such as are used by *equestriennes*, with overskirts to match.

WE hope to hear that the wheelmen of Brooklyn, N. Y., will carry out the talked of plan and build a track for cycle racing.

A FARMER from Ridgeland, N. Y., writes a letter of protest to the Rochester *Union* on the highway improvement movement, and especially is he down on it because he sees in it the hand of the hated "wheelman." He says among other logical (?) things: "We, as country farmers, have lived under the present system substantially more than sixty years, and although we are willing to concede there are some defects in the application of the present system, the system itself is as satisfactory as any that experience has thus far been able to devise; and until the ones most directly interested in this matter feel sufficient interest in this question to make a general and combined movement, for what we ourselves wish the Legislature to do for us, through our servants, whom we elect to act for us, it is not proper for any other persons to interfere." The argument that "what was good enough for our ancestors is good enough for us" is the kind that impedes progress. Luckily the tendency of the age is to sweep away old fogyism.

THE Commissioners of Fairmount Park, Philadelphia, say that it is not necessary that a rider's machine must be damaged to compel him to resort to the footpath. A frozen or muddy place, or a place where the roadway is being repaired is sufficient reason to permit him to dismount and wheel his machine along the pathway.

WE hear that President Dunn has placed his application for membership with the Citizens' Club of New York.

THE Lynn (Mass.) Wheel Club was organized last Friday. Among the members we notice the names of very many of the old timers.

THE Philadelphia *Inquirer* seems to think that the dates set for the annual meet of the L. A. W. at Niagara Falls, August 25, 26, 27, are unfortunate, as business men cannot afford to get away, or allow their employees to get away at the end of the month. That paper says: Cyclers as a body are composed of active business men, and the middle of the month would be far preferable to the end, if it is the desire to bring out a large representation. Niagara Falls is just the place to attract a large crowd, but the date, as before stated, is, unfortunately, one that will offset the inducements offered by the place.

"ALTON H. SPEAR of Portland, Me., was arrested last week Tuesday evening, on the suspicion of larceny, on complaint of E. B. Robinson & Co. Spear has been working for them for some time, and was purchasing a bicycle on the installment plan. It is claimed that he pawned a bicycle other than the one he was purchasing, being a much more valuable one. Spear says he had paid for the bicycle all but about twenty dollars and it was virtually his, and he pawned it for only thirty dollars to assist his sick mother. The Pine Tree Wheelmen for whom Spear has been doing collecting, also claim to have lost money through him. Spear was bound over in the sum of $500 in the municipal court Thursday."—*Bangor Commercial.*

THE New York *Sun* says it "greatly to the credit of both the L. A. W. and A. A. U. that a compromise has been effected, for both organizations are composed of too large and too intelligent body of gentlemen to either provoke a fight or rashly precipitate one." Mr. Dana's paper is about correct.

THIS is what is called "wit" by the *Times* of San Antonio, Texas: "Colonel William Sterrett's Texas friends will learn with profound regret that he has developed into a bicycle riding dude, since taking up his residence in Washington. The Sterrett of Texas was an unassuming person, who, attired in a shock of brindle hair and red sox, and seated astride of a nail keg, dashed off epigrams that scintillated like a new tin pan; the Sterrett of Washington is a gaudy dilletante attired in knee breeches and short velvet coat, who wears a diamond as big as a pumpkin for a headlight while bowling down Pennsylvania avenue."

THE Quaker City Wheelmen, of Philadelphia, have decided to admit ladies to membership in the future. The club is growing so rapidly that it has outgrown its present quarters, secured only a month ago, and the club is thinking of building an addition in the rear of the club house. A hop will probably be given by the club in the near future.

IN the death of Mrs. Harold R. Lewis, the gentle and highly-esteemed wife of President Harold R. Lewis, of the Philadelphia Bicycle Club, that body, and all Philadelphians who are interested in bicycling, lose one of the most useful, and at the same time the oldest lady bicyclist in that city. Mrs. Lewis last summer made a record of over 3000 miles on her bicycle through Europe, a record seldom, if ever, equalled by any lady. The funeral of this estimable lady took place March 22d, from her late residence, 1715 Ogden street.

"CEDAR RAPIDS, Iowa," writes our correspondent, "is a 'safety' town. Safety wheels outnumber the ordinaries two to one. There are those among the younger wheelmen who cling to the old ordinary, and aver that half the pleasure of cycling is eliminated when one takes away the danger of a header from a high wheel. The elder men, the business and professional class, take very kindly to the safety. In Cedar Rapids, ministers, doctors, lawyers and business men of every vocation use wheels, and the interest is growing. Cycling ranks even include some recruits among the ladies, and this coming season several more will be seen on our streets."

No man is too old to ride a wheel and no man can really understand the pleasure to be derived from riding until he has the experience for himself. It is an easy matter to learn to ride and with the safety wheels, the chances of a bad fall are reduced to a minimum.

A knock down argument was advanced by an enthusiastic cycler who was picturing the many benefits and pleasures to be gained from riding a wheel, and said: "There is nothing like it for health. It increases man's physical force and prolongs his life." "But our ancestors did not ride the bicycle," observed his friend. "True, they did not, and they have all died."

THE average rural mind is slow to grasp the idea of the new or novel, as evinced by the following conversation: Mrs. Hayrick—"Why what on airth is the matter with ye, Ebenezer Hayrick?" Hayrick (intensely excited)—"Why, I jest seed a woman goin' along on a bicycle as hard as she could ter git away from a feller who was chasin' right behind her ez hard ez he could, but he didn't gain on her, the rascal! I wisht I'd a 'ad my shot gun." Young Hayrick—"Why, pap, that was a double bicycle fer two to ride on."

AMONG the many evidences that spring is approaching an exchange gives the following: "A bicycle, propelled by the usual specimen with a long tailed coat and his trousers tied around the ankles with skate straps was seen about town yesterday. In a week or so the red-hot man will turn his attentions to dog catching and then spring will come."

Wheeling gives the diet on which a jockey is supposed to thrive: Breakfast: a small piece of bread and butter and one cup of tea. Dinner: fish; if fish cannot be had a small portion of light pudding and a very little meat. Supper: nothing. He goes to bed at nine and rises at six. His beverage is two parts water to one part wine. Not a very hearty diet for a hale, hearty cyclist.

CHICAGO hopes to have the first of the proposed series of races, between Lumsden and Campbell, run on the new track at the grounds of the Chicago Cricket Club.

SOME of the more ambitious wheelmen of Cedar Rapids, Iowa, are doing faithful gymnasium work looking toward the organization of a team for the coming State meet. That city will also probably send a man to compete in the safety class.

WHEELMEN in Cedar Rapids, Iowa, formerly had a hard time of it, as the streets and roads hereabouts are inclined to be—in fact *are*—as sandy as can well be imagined. Last year, however, the city fathers concluded to invest in some pavement. This was done, and now on all the principal streets of the town they have good wheeling.

WE are advised that the prospects are splendid for a League Division in Salt Lake City. The "Socials" have already made arrangements to enter the League, and will be headquarters for League matters in Utah.

THE Rambling Wheelmen of Bridgeport, Ct., have secured the engagement of the popular American actor, Louis Aldrich, in his new play "The Editor" for their grand benefit entertainment April 11 and 12. The eminent capabilities of the star, which have been manifested in his previous plays bid fair to make the benefit a success in every particular.

A LIVERYMAN of Binghamton, N. Y., writes to a local paper and says: "The bicycles have knocked off a large slice from the livery

business. Now the young men who used to hire rigs to go to the neighboring villages go on their wheels; the cost is little or nothing to them and we are out on every trip. Then again a great many young men who used to spend money for rigs to ride around town have bought bicycles and get their pleasure that way."

"CHICAGO WHEELMEN are having a quiet laugh over the talk of their New York brethren about the World's Fair. The New Yorkers had one of their number on their Fair Committee and were planning for a great time in '92. The Chicago wheelmen said nothing but subscribed stock. Chicago will have the Fair, the League Meet and the greatest races ever given."—*Chicago Tribune.*

IT is claimed that the new Parkside track in Chicago will be the finest in the country. On the hard-rolled earth will be laid a foundation of broken stone and on that several layers of broken granite dressing in various sizes, the final layer being the finest of screened gravel.

THERE are only about 350 wheelmen in Indianapolis, which fact is due no doubt to the miserable condition of the streets.

THE Taunton, Mass., Bicycle Club is in correspondence with the Ramblers Club of Fall River and the New Bedford Cycle Club in relation to a series of road races by teams from the three clubs. The teams are to consist of five members from each club, and prizes are to be offered for the winners at the different meets.

THE Australian *Town and Country Journal* rather hits the nail on the head in the following paragraph: "A very unsatisfactory feature of cycling, from an amateur point of view, is the habit which is springing up of newspaper challenges. When amateurs have so many opportunities of competing against one another in open races it is difficult to understand why they should "barney" about public matches, except on the assumption that there are financial transactions depending upon them which are totally opposed to the spirit of amateurism."

A READER from Chicago sends us a very clever wash sketch which he entitles "Road Improvement—A plan to catch the farmer vote." It represents a party of some twenty wheelmen all mounted and harnessed to a huge road roller on the seat of which sits "ye farmer" with a long lashed whip. The wheelmen are all tugging away for all they are worth, and the farmer is in the act of applying the whip to the bodies of those who are inclined to be sluggish.

THE Rochester (N. Y.) *Union* speaking editorially of the late mass meeting at Utica, under the auspices of the New York State Roads Improvement Association says: "Upon the ability and industry of this organization will depend the success of the movement. It must take hold of the matter in earnest and see to it that the people are educated and agitated upon the subject. The people are all right, but they require to be stirred and pushed in order to bring them into line of action."

THERE is a big fight in progress between the Buffalo Vulcanite Asphalt Co. and the Barber Asphalt Co. over contracts for pavements involving some $250,000 expenditure.

As the spring approaches, the annual rumor that "Quilla" Rich will be seen on the path bobs up. Heretofore "Rumor" has proven herself a false prophetess. Let us hope for the sport's sake that Rich will appear this season, and that our information has a solid basis of fact.

"NOSTAW," of Bridgeport, Ct., sends us the following interesting item: "How many individuals will sacrifice position, honor and almost anything else, simply for a few paltry dollars? I was walking along the street the other day, and glancing in one of the store windows on the thoroughfare, my attention was attracted to a handsome gold medal hanging in the window, waiting to catch the eye of some chance customer. I also noticed that the customary three balls, denoting that the establishment was a pawn shop, graced the front part of the structure. Engraved on the bar from which the medal hung, were the words, 'Fifty-mile Road Race.' Determined to satisfy my curiosity, I entered and asked permission to inspect the same. I learned that the medal, which was of solid gold and very handsome in design, was won in a fifty-mile bicycle road race, in Orange, N. J., May 31, 1886. The time as shown on the medal was 4 hours, 16 minutes and 30 seconds. The important fact concerning the medal was that it was won in an amateur contest under L. A. W rules." [Our correspondent is mistaken in saying the race was under L. A. W. rules. The League does not recognize or control road racing. In fact the L. A. W., until within a few weeks, has utterly ignored road racing, but latterly a rule has been adopted which makes a man who rides for a purse on the road a professional.—ED.]

THE reason given by the *Yale News* for the non-acceptance of Harvard's challenge for a road race, is that "judging from the number of men in training at present, those men who would enter for the road race would have to be the same as those entering for the race at the Berkeley Oval. The training for road racing is not at all good for track riders, therefore Yale's chances of winning the inter-collegiate race would be diminished if her men were to go through such a course of training. We would therefore suggest that more men come out to train for the bicycle race at the games this spring. The number of bicycling men in Yale College would be thus increased, and there would be a larger number from which to pick a team worthy to compete with Harvard next fall." [The above reason is not a valid one, as the Harvard men will meet the men of blue on the track, at New Haven, June 9th, if Yale will consent.—ED.]

THE projectors of the bicycle track at Buffalo are now looking toward the Fair grounds as presenting the most inducements and being most acceptable for a track. If arrangements can be made with whoever gets hold of the grounds this would undoubtedly be the place for a track. The unsettled condition of the affairs of the Fair Assosiation is the chief obstacle in the way of a solution of the track question.

OUR readers need not be in a hurry about packing their grips preparatory to travelling to Chicago to attend the world's fair. The date has been postponed and we shall have to wait till '93 before the big fair opens.

WE regret that press of business prevented our receiving a call from Mr. R. P. Gormully, while he was in Boston last week.

THE new track at the Chicago Cricket Club grounds will most probably be built on the same plan as the Lynn, Mass., track. Mr. Richard Beasley was in Lynn last week and got the plans of the track which were kindly furnished by City Engineer Charles W. Gay, who, together with Messrs. Whitten and Shurman added suggestions with a view to further improvement in that line.

THE New Orleans Bicycle Club gave a big theatre party last week. The party numbered over one hundred, and the attraction was Barber, the trick riding expert.

THE committee appointed by residents of Delaware County, Pa., at a meeting in behalf of better roads, has arranged for a meeting at Rutledge Institute on April 3, to be addressed by William H. Rhawn, Joel J. Baily, Assistant District Attorney Samuel A. Boyle and several Delaware County residents, and at which the committee will present a report.

THE annual election of the Manhattan Bicycle Club of New York was held on Monday evening, March 17, at their club house, where a very exciting time was experienced, both by members and candidates. There were two tickets, "Regular" and "Opposition," the entire "Regular" ticket being elected by a large majority. J. A. Clarimont, President, Camile De Veze, Secretary, Paul G. Keane as Captain, and others.

THE Westchester County Wheelmen of New Rochelle, N. Y., held a very enjoyable smoker on the 22d inst. The club, though scarcely eight months old, is a League club of 28 members, including among them H. F. Fuller, the Secretary of the Big Four Tour; Fred Jenkins, the veteran cycler of New York; N. P. Tyler, ex-Official Handicapper of the League; Eugene Valentine and C. K. Alley, well known among the racing fraternity.

L. J. KOLB has challenged John A. Wells to a hill-climing contest.

HARRY KERNELL'S latest: "McSwiggin was out riding the other day when a bicycle, the first he ever saw, passed him. 'O my, O my,' says McSwiggin, 'but they do be going fast.' Later on he saw a scissors grinder at work, says he to his horse: 'Git up, ye soaker, don't let that fellar pass ye.'"

SPRING MEETING OF THE LOUISIANA DIVISION.

THE spring meeting of the Louisiana Division of the L. A. W. was held at the office of Chief Consul Hodgson last night. A committee composed of Messrs. Birchfield, Freenick, Hill, Guilotte and Born was appointed to endeavor to have the district championships run off in this city, and also to induce this district to meet in New Orleans.

The new rules of the national racing body require that the district championships shall be run off prior to July 15, and the winner and second man of each district event only shall be allowed to compete in the national championships.

It is likely that the meet of this district, which comprises the States of North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Arkansas, Tennessee and Indian Territory will be held in this city in the latter part of May. With the fastest men of the South competing here a most successful meet will be assured.

H. H. Hodgson has been appointed on the national hotel committee, and is chairman of the district.

THE AUSTRALIAN BALLOT IN A CLUB ELECTION.

A couple of months ago the coming club election began to be talked of by the members of the Kings County Wheelmen, the largest cycling club in Brooklyn, and one of the best known throughout the country. Several of the members suggested a trial of the Australian method of voting, and the club adopted their suggestion authorizing the appointment of a committee to prepare rules to govern nominations and voting, receive nominations, and provide ballots.

This committee, consisting of Franklin W. Loucks, Arthur H. Smith and Edward S. Siebert, after a careful examination of the Saxton, Massachusetts, Australian and other methods reported a series of rules, doing away with the unsatisfactory device of a nominating committee, and permitting any two members to join in nominating a candidate, such nomination, if not declined, to be placed on the nomination list and printed on the official ballot.

The method of voting adopted was substantially that of the Australian system, modified to suit the needs of a club. The official ballot, ballot-clerk, registry lists, separate compartments, and similar features were retained. The ballots were printed at the expense of the club, with the names of candidates arranged under the heading of the office for which they were nominated, and voters were required to erase with ink or lead pencil the names of candidates for whom they did not wish to vote, and place a cross at the left of the name of the candidate voted for. The back of the ballot when folded displayed the indorsement,

K. C. W.
Official Ballot
March 20th, 1890.

and the initials of the ballot distributor.

The trial of the system took place between the hours of 7.30 and 9.30 P. M. on the date given, and resulted in an unqualified success. The members were unanimous in their approval of the expedition with which the voting was accomplished and the convenience of having a single ballot with the names of all candidates thereon; while the canvassers found the work of counting the votes very much less than under the old system of separate ballots for each office and candidate. Fourteen offices were to be filled and ninety-one votes were cast, and the result of the vote was declared in about an hour after the closing of the polls, the vote for the two principal offices, President and Captain, being canvassed separately and announced in less than half an hour.

Two defective ballots were cast, and one defective in part.

The result of the trial of the new "K. C. W. system" of nomination and voting is most satisfactory, and the rules reported by the committee will be adopted as a club by-law. * * *.

HARVARD COLLEGE BICYCLE ASSOCIATION.

"At the meeting of the Harvard Bicycle Club March 20, the following motion was passed unanimously: That the Harvard Bicycle Club give control of racing, and all money so far subscribed by the college for racing purposes, into the hands of a new and entirely separate association, to be formed after the present meeting has adjourned; membership in the new association to be open to any man in the university on payment of the prescribed fee, either hereafter or as a previous subscription to the H. B. C. racing fund—no member of the H. B. C. to be entitled to membership in the association on any other terms.

The new association will conduct an annual race meet on the same general plan as the one held last year by the H. B. C.; will arrange team races with all the principal colleges, if possible (and there is no reason to doubt that it will be); and will hold semi-annual road races, and frequent hare and hounds runs, open to the university. It will also probably establish records, and give record medals, for other distances besides those governed by the H. A. A.

The principal features of the race meet [which will be held May 17.—Ed.] will be the intercollegiate and interscholastic races. The latter is especially important, since it raises an interest in bicycling in the schools; and the men will come here with some experience in bicycle riding, which will be of great benefit, both in the Mott Haven games, and in the intercollegiate races which the new association will promote. * * *

It is proposed to raise the corners of the track on Holmes' field, which will make it perhaps the fastest quarter-mile bicycle track in the country. * * *

The Harvard Bicycle Club will still continue as heretofore to be a social and bicycle club, holding smokers and weekly bicycle runs.

After the adjournment of the Harvard Bicycle Club meeting, the members held another to organize the new association. E. F. Rogers was elected temporary Chairman, and a committee of five, consisting of E. F. Rogers, '90, R. H. Davis, '91, W. B. Greenleaf, '92, K. Brown, '91, and H. N. Rice, '91, was appointed to draw up a constitution and by-laws, which committee is to report at a meeting to be called later for final organization, the election of officers, etc. This meeting is open to all members of the university." * * * —*Crimson.*

AUPHNWALK'S FEED NIGHT.

"The new electric lights shone through the mist on Reynolds street, Danielsonville, Ct., last night, something more than mere smears on the murky air. The long vista of undug sidewalk from the church, eastward, was rampant. The rain came down in fits. The fog came down several weeks ago, and so was on the ground, as was also a very discreditable quantity of slush.

The Auphnwalk Wheel Club, to which such an indisposition of the elements and the "goin'" is nothing, presented itself at the home of the President on the aforesaid street, with alliments (the street) as herein advised.

A brief business meeting was first in order. Mr. Rainville motioned the appointment of a committee on uniforms. Mr. Pilling objected to the source of the motion. It was lost. Mr. Gardner then submitted the following resolutions:

Whereas, at this season it would appear that from copious moisture and latent depravity our roads are so badly conditioned as to make all teaming wholly impossible or extremely difficult for those people who, in times past, have derided and tantalized us with the query of, "Why don't yer git on and ride?" (the while the thermometer stood at 101 and the sand was six inches deep), and

Whereas, 'revenge is sweet.' Be it therefore

Resolved—That we, the Auphnwalk Wheel Club, are sweeter than revenge; that we do most disdainfully scorn to occupy the vantage now offered, and with equal sarcasm retort; but do tender our most sincere regrets and condolence to these people now that *they* be hampered and distressed.

Resolution unanimously adopted.

At nine o'clock the dulcet tones of the President's oscarina wafted the assembly to the dining-room on the inspiring strains of the 'Sahara March.'

A homely elegance of bare oak supporting a centre of juice-laden pottery with corn-cob stopper—shining tins of mellow russets, mixed nuts, doughnuts, cheese with green specks in it and like cheer, garnished with the complementary glass and a bottle of Jamaica ginger, greeted the banqueters. The club was seated with Vice President O'Brien in the chair of honor.

Various toasts were responded to while the feed was on. Mr. Lyon, in response to 'headers,' told a telling tale to substantiate a theory that "Header' is a meaningless flippancy of colloquial cycling nomenclature,' and said that *he* never had taken even what the vulgar call a 'header.' At this sally every appetite abated, every jaw stopped. 'But only this moment we saw you take a cider,' pungently remarked the guest of honor, and the appetites and jaws resumed.

The best of spirits reigned at the board; and while a mere *rain* of spirits was good enough for the majority, a few regaled the feast in a *pour* of pump-water, plain.

So Auphnwalk feasted, till the President, with fine discrimination at the proper moment, arose, and the party left the table, dishes, jug and one doughnut.

At a late hour the company launched out into the night into the slop and on to wry dreams and wrestlings with disordered digesters."—*Danielsonville Transcript.*

KANSAS CITY IS NOT DEAD YET.

Editor Bicycling World: I herewith hand you a few lines concerning wheeling of this city; I must confess that wheelmen reading the World every week must naturaly think that Kansas City has been removed from the face of the earth. But such is not the case of the Great Metropolis of the West, in fact we have been so busily engaged that for a time even wheeling has been neglected, especially in our papers. Below I give one of the projects which at present is attracting our attention and which may be of interest to wheelmen in our vicinity, and it put to a successful issue will greatly increase cycling interest in and about Kansas City; our proposed plans are for the issue of $1,500,000, for road improvements. This constitutes three hundred miles of good macadam road throughout Jackson County, and will connect the following well-known towns with good roads to Kansas City: Independence, Sibley, Buckner Hill, Lake City, Blue Springs, Grain Valley, Oak Grove, Raytown, Lee, Summitt, Lone Jack, Greenwood, Huckman's Mill, New Sante Fe, and other places of interest. If we should be successful in having bonds voted, we shall have a bright future for wheelmen.

Let me say for the L. A. W., I think we can promise it many new

members this year over last, as the prospects for wheeling here were never better. Even the ladies take an interest, and a few already can be seen out riding. It takes new riders to get the old ones stirred up, and these are surely forthcoming. REGINALD.

Kansas City, Mo., March 17, 1890.

ROUTE FROM WHEELING, W. VA., VIA "NATIONAL" ROAD EAST.

FIRST allow me to say that this road was made in the days when it was erroneously supposed that it was easier to climb a hill than go round it, and is consequently hilly.

From Wheeling to Washington, Pa., (32 miles) see Pennsylvania-Maryland-New Jersey-Delaware Road Book (last edition) route (51) page 167.

From Washington to Brownsville (24 miles) (road book page 132) is the best part of the road and rideable at any time.

From Brownsville to Uniontown (12 miles) road fair, hills large.

From Uniontown to summit (6 miles) fair, one very long hill and several small ones.

From summit to Summerfield (16 miles) (road book, page 131) the hills are both long and short, loose stones, very poor.

From Summerfield to Cumberland, Md., (39 miles about) the once famous National road is in such a condition as to necessitate taking your life in your hand and your wheel on your back.

The grades given in the several routes are not overdrawn.

The greatest consolation you can have in going over this route is, that where you cannot ride you can walk. No. 17371.

CYCLES FOR THE DAUGHTERS OF MEN.

BY FLORINE THAYER McCRAY.

"What would you think of a cycle for my daughter?" said a clergyman to me not long since. "Of course you consider their use perfectly modest and graceful or you would not appear as I often see you scudding along our suburban roads at a ten-mile gait. But do you feel quite sure the exercise is adapted to the health of woman? Is it safe and expedient to encourage girls to begin the use of this machine, the most fascinating thing ever given to mankind as an assistance to personal effort and rapid locomotion?" The good man's eyes shone, for under the advice of his physician, he had been using a tricycle to send the warm blood to his clammy extremities and clear the cobwebs from his tired brain. "I know what it is to me," he continued, "and can recommend it to every masculine brain worker in the world, but is it adapted to a woman's, a *delicate* woman's physical organization? In my desire to get Edith out of the inertia and lassitude which daily grows upon her, and which I fear may be the precursor of some insidious disease, I would not have her overtax her strength and in the exhilaration of the novel exercise, bring on some weakness which—"

"Sir," I said, "Let us consign the idea of an ever-lurking insidious disease to the past age which seemed so fondly to dwell upon the imminent vengeance of an angry Providence, and turn to a trusting reliance upon the goodness of a Creator who has formed our bodies upon a perfect plan and which but for the loss of confidence in their oneness with His designs would never be ill, never tormented with pain. No one who believes in the goodness of the Father can believe that he made disease, therefore, as He made all things which do exist, diseases and physical weakness comes only from our own fear and lack of trust in Him. It is the reflection of this error in our own or our friends' minds that appears in bodily imperfections.

I am glad to answer your question from a woman's standpoint, but first let me protest against the crippling fallacy that women are made of fragile clay, that vigorous, even fatiguing exercise is more liable to injure them than, under the same conditions, their fathers, brothers and husbands. Did you ever know pleasant out-of-door exercise, that which is voluntary and not urged to excess by rivalry with companions, to do any one harm?

Women it is true have the more complicated and variously taxed physical organization, but enduring reserve force, quick recuperative powers and inherent strength are also there. Try and cease to regard us as the physically incapacitated sex. Look at the strength and tenacity of fibre, the firmness and elasticity of muscle and the wonderful patience and poise of mind evinced every day in the life of an active, hopeful, yes or even dumbly enduring woman. Women can do what they elect, like, or are permitted to do, with a persistence and freedom from unhealthy reaction which often astonishes the most experienced physician.

We cannot lift so many pounds as men, we cannot give so heavy a blow, because we have not the weight to back it, perhaps cannot walk so many miles over land, though that is yet to be proven when we are given something as fascinating as hunting is to men.

Do you remember how women got on at the Centennial? They walked countless miles among the cases of wonders from all parts of the world, stood for hours over the revelations in art and handicraft first seen there, and came out at night, bright, enthusiastic, and renewed, while their male escorts groaned with fatigue and limped painfully, growling about their swelled and aching feet and in spite of the humiliating confession after, took to the wheeled chairs long before their weaker (?) companions gave in. Why it came to be a proverb that all the invalid women in the country came out strong at the Centennial quite using up their protectors who tried to follow them. What was it? Simply that they enjoyed it, they wished to do it, and for the time overruled their own and others' notions that the body was not made to carry out the impulses of the mind. I consider it disrespectful to the goodness of God to believe He made women in such a way that they cannot exercise vigorously, exhaustingly if necessary, without injury to their frames.

See how they come out of ordeals that crush the strongest of men! They rebound to health and spirits as if made of elliptical springs, though what a poor comparison is that with the delicate, elastic and marvelously enduring organization given to women!

And given to use, surely to use in all cheering and natural ways, ways that but for the restrictions of false ideas we take to as a kitten plays or ducks swim; but fortunately in these days there is scarcely need to argue the desirability of pleasant exercise for women. Consumptive heroines, pale human flowers too fragile and inert for earth, went out of fashion with the low-necked waists, many starched skirts, open worked stockings and paper soled shoes of forty years ago. Even the rich country girl who a few years ago, strange as it may seem, sat in the house to shield from the sun her delicate complexion and depended for locomotion beyond the piazza upon the fat carriage horses, has donned walking dresses, thick shoes and a sun hat, and is beginning to appreciate her privileges in living near to Nature's throbbing heart. With the accession of English manners, which is in many ways not so deprecable a "fad," long tramps have become quite the thing, and New York belles at Tuxedo, Mahopac or Lake George, boast their little turns of eight or ten miles before luncheon. Horseback riding is also now in fashion, though one who used to endure it for the sake of being away over the fields and woods must doubt if it is really enjoyed by more than one of the score of young women who pursue it in spite of the unnatural position of the body, the hanging to the saddle by one leg, and the terrible jolting given by most horses not reared to the saddle. And are not American women, formerly reproached with being the weakest among the women of all civilized nations, now coming to be known as more healthy, active and charming than any other in the world?

All this has tended to make way for the use of the cycle. As to its modesty and grace, there is no question among people who have seen lady riders. I have seen stout, middle-aged ladies, even white-haired grandmothers, riding tricycles and carrying into the exercise all the beautiful dignity for which they were noted. A woman has only to exercise, at the start, the care in arranging her skirts which is second nature after mounting a horse, getting into a carriage, or sitting upon a piano stool. The latter, by the way, quite resembles a woman's position and appearance on the saddle of a tricycle. The use of wheels seems to be an augmented physical faculty; there is a sense of freedom, of independence, enjoyment and pride in one's own powers commonly expressed by the habitual pedestrian. But upon a cycle you are suspended easily in air, springing lightly over the obstacles in the way of the fairy-like wheels, and even at the slowest possible movement of the treadles, out-stripping a rapid walker. It is like putting on the seven-league boots of story; one step carries you a dozen feet or more, and there is the exhilarating flying sensation of roller skating without its dangers or severe strain upon the muscles. There you are, secure from the dangers of unmanageable horses or steam locomotion, firmly supported by the saddle, with comfortable rests for your hands, nothing to do but walk steadily upon the treadles, and guide the flying wheels wherever you wish to go! Doing the countless errands for the house, trundling a mile away to discuss the last topic of interest with your intimate friend, leaving some delicacy or a book at the door of a poor invalid, rolling swiftly out of town to the woods after the first modest wildling of spring, to the envy of your friends. To come down to hygienic considerations, for I know it takes something more than enthusiasm over its pleasures to convince an anxious father that the use of a cycle will be good for his delicate daughter, I took especial care in commencing to ride the cycle to study its effects upon my physical organization, putting away as far as possible, the mental impetus and vivid pleasure derived from its use, until I could decide if it were quite healthful and safe.

(To be continued.)

ROUTE WANTED.

Editor Bicycling World: Through the columns of the BICYCLING WORLD, please inform me of the best road, condition, distances from Columbus to Niagara Falls.

If a Columbus wheelman answers this question, please inform me whether there will be a party who intend to ride from Columbus to Niagara to the meet. Very respectfully,

ROBERT C. MATLOCK, L. A. W. No. 23739,
Capital City Cycling Club.

Springfield, Ill., March 24th, 1890.

ROUTE WANTED.

WILL some one kindly furnish the subscriber with description of the route from Port Jefferson, Long Island, to Brooklyn?

Fraternally, 23257.

ROTHERMAL.

BY LOUIS REEVES HARRISON.

American News Co.

IT is not the province of a cycle paper to review novels or the "latest thing" in literature, but in briefly reviewing Mr. Harrison's novel, "Rothermal," we feel our excuse is a valid one, and will be accepted by all, when we say that the author was at one time the editor of the WORLD, and since the earliest days of cycling has been closely identified with the sport. To a majority of our readers the name of Louis R. Harrison is by no means a strange one, and they will be pleased to hear that his first essay as an author has met with the most encouraging success. "Rothermal" is a story of lost identity. The time is during the Franco-Prussian war and the siege of Paris. The locale is Paris, and just outside the Prussian line of investment. The plot turns on the remarkable resemblance of two sisters, one being married and the other single. At the battle of Woerth these two girls and the mother occupy a room in a chateau in range of the Prussian guns. The mother and *one* of the girls, together with an old servant, are blown to pieces by an exploding shell, while the other one escapes with life, but the shock destroys all memory of matters prior to the catastrophe. The husband, Rothermal, of the married daughter is away in America at the time. The whole plot rests on the endeavors of Rothermal to prove that the survivor is his wife, a claim which for various reasons is opposed by the interested parties. So well is the plot sustained and so strong are the theories and facts presented by both sides that we have to close the book without being satisfied in our mind as to which is correct. The author shows great cleverness in the way he handles the delicate woof and warp of the mystery.

Estienne, Marquis de Grammont, divides honors with Rothermal, as hero of the book, in fact de Grammont is to our mind the more interesting character of the two. He is a delightful villain, a refined rogue, an agnostic; love, friendship and all the relations we hold dear, are to him a trifling nothing; he is a very prince of cynics, a man of vast experience, and when necessity compels him to create from the fancy of his bright intellect incidents to gain his point, he does not hesitate to create. We almost fear to breathe the fact that we *like* Estienne, but we cannot forgive him for his outrageous heresy and wickedness in holding up to ridicule Boston culture and pretentions and for certain ungallant charges he makes against American women. A few of these examples of rank heresy are given below:

"No people are more bigoted than those born in Boston's Fauborg Saint Germain, and yet none more credulous and easily imposed upon by impecunious foreigners ready to exchange a self-assumed title for Back Bay real estate. The men in New England's capital are often hard headed and keen witted, as Americans usually are, but the women are as a rule superficial." * * *

Unfortunately, Estienne's point is well taken, as some of our Boston people will admit, on remembering their late experience with a Russian nobleman (?). Now we give an excerpt which we think will give reason and insure a sharp retort from some of America's fair daughters and brave men:

"American men, though mentally stunted by the tremendous pressure brough to bear upon them in the fierce race for wealth, ofttimes rise out of lowly tastes into a chaste atmosphere of culture, but the women as a rule deteriorate. They keep up appearances before marriage, but after it sink into a disregard of appearances, become less presentable in public and more uncouth in private, to charitably say nothing of their mental degeneration. Am I wrong in asserting that the American wife who uses the seduction of her beauty, instead of exercising a simple tyranny of affection, to keep her husband's love, is the exception rather than the rule? Does she take the same care of her mind and her person after her husband has sworn devotion and fidelity, as she did during his first protestations of love? The French wife does more than this. After marriage she expands mentally, she is apace with her husband in politics without losing her lead in religion; her social ambition is gratified in being, rather than seeming an accomplished woman; and in the mellowing of marital affection she does not forget to make herself loved by those allurements American women cast aside when they are once in legal possession of their husbands. The unkind truth is, American wives of to-day are encumbrances, not helpmates."

* * * * * * *

"I will tell you confidently the secret of married happiness — one must please a woman, not love her. She is a poor, vain thing, and must either be petted or abused, the latter preferred. I have known wronged women to become self-sacrificing and even noble, but a petted woman is the most utterly selfish creature on the face of the earth. She narrows her husband's pleasures down to that of waiting on hers, takes all the flavor out of his devotion by making it a duty, and then rails at him and at mankind in general for not being other than God made them."

* * * * * * *

"Women are the Gods who create men, but he expects them to be good obedient Gods, and not talk back."

* * * * * * * *

"Women esteem integrity in the abstract, but where it stands a barrier to their curiosity they are prone to give it some other name."

* * * * * * * *

These few excerpts are but a few samples of the train of thought that "wicked" Estienne follows. He is an interesting character, bound to rivet the attention, and he compels a certain amount of admiration for his audacity. The book all through shows care; there is not a carelessly written line or sentence in the whole work. It reflects credit, and we congratulate the author.

ENGLAND AND THE CONTINENT AWHEEL.

(BY GEO. D. MITCHELL.)

(Continued.)

THE ride on to Basel, the gate by which the great procession of tourists enters Switzerland, was less interesting than it would have been if we had not had to spend about half of our time under the trees, waiting for it to stop raining. Our vexation was heightened upon our having to pay ten per cent. duty on our machines when entering Switzerland, although the amount will be refunded when we leave the country. The local bicycle club, and especially several cyclists who spoke a little English, made our stay in Basel interesting, and gave us many valuable points about touring in Switzerland. Next day we made our way between showers down to Lucerne. We had another mountain climb over the Juras, and a long coast to Olten to pay for it. The road led down one side of a gorge, then across it and back on the other, and the way it wound round the mountains was a puzzle. Indeed, these mountain roads are admirable examples of the engineer's art, and though Switzerland is of course exceedingly mountainous, there is scarcely a road that is too steep to be rideable, for by circuitous windings the grade is reduced and the ascent becomes comparatively easy. In fact, in all the 1200 miles and more that we have ridden so far, over all kinds of roads, there have been practically no hills that were actually unrideable, although many of them have been several miles in length and we have chosen to walk. We had been told by many that touring in Swizerland would be practically impossible on account of the hills. but that has not been our experience, and I consider it the most interesting field for a tour, on all accounts, that we have passed through. Many places are accessible to bicyclists that cannot be reached in any other way but on foot, and the way is thus open to many interesting spots that the ordinary tourist finds it difficult to reach, while more ground can be covered, all things considered, than by the uncertain medium of railroad and steamboat.

Lucerne is a beautiful spot, and a convenient rendezvous for travellers in Switzerland. Nestled snugly at the head of Lake Lucerne, it commands a panorama of lake, pastoral country and bleak, snow-capped mountains, that for variety is probably unequalled. It was hot in Lucerne, and almost the first thing that occured to 'Gene was to go up on the mountains and "play in the snow," but though it looked invitingly near it was twenty-five miles away, for distances here are utterly incomprehensible to the

novice. We had decided to take a run up Mt. Pilatus, the summit of which looked only a half hour's walk away, but when we found that even by train it took until late in the evening to make the trip, we postponed it. We enjoyed the beautiful surroundings a day or two, and then rode on to the little village of Arth, on the Lake of Zug, just around the Rigi from Lucerne, and one of the points from which the ascent of the mountains is made. Sunrise from the Rigi is said to be a magnificent spectacle, and in order to witness it the bold notion occurred to us to ascend to the kulm in the night, so, in obedience thereto, we arose at midnight and lighting our bicycle lanterns began the ascent. It was a long, steep climb, and the adventure left a strange, wierd impression on me, for in the faint light of the moon, with the lonely stillness broken only by the plash of some waterfall or mountain torrent, the surroundings were romantic enough. We reached the summit, about 6000 feet above the sea level, after a steady climb of two hours and three quarters, three-quarters of an hour under the guide book estimates, and in the night. We were the first to put in an appearance on the kulm, though the people soon began to swarm out of the several hotels in response to the signal of an Alpine horn and shepherd's yodel, as the light in the east began to broaden. The costumes were the most picturesque imaginable, and many of the ladies bore evidences of a hurried make-up; indeed, everyone seemed to have hastily improvised their dress, and in my abbreviated trousers I felt for the first time quite in fashion. Old Sol didn't seem to arrive just on schedule time as per advertisement, and after we had waited some time the clouds cleared away and there he was, half an hour high; so we missed the sunrise, although the view was something wonderful beyond description. The half dozen lakes at our very feet looked only a stone's throw distant, the mountains below us were dwarfed into mere hillocks, the towns dotting the landscape resembled the Noah's Ark villages of our childhood, and mountains upon mountains, snow-crowned and golden in the sunshine, many of them forty miles away, completed the magnificent picture. But the wind was cold, blowing through our whiskers, or the place where our whiskers ought to be, and we hastened to fortify ourselves with a "*cafe complet*" before making the descent, which means, in the language of the country, a pot of invariably excellent coffee, rolls, butter and honey.

That afternoon we rode on twenty-eight miles to Zurich, to dine with Mr. Geo. L. Catlin, the American Consul, and to keep the engagement we had to ride through a pelting rain. It may be imagined we did not loiter along the way, for we made the fifteen kilos. from Horgen to Zurich, along the beautiful lake of Zurich, in thirty-five minutes, at the rate of over sixteen miles an hour. The next day, upon the recommendation of Mr. Catlin, we rode on twenty-five miles to visit the ancient Monastery of Einsiedeln, in a secluded valley away up in the mountains, one of the few remaining places of interest where the tourist, with his irrepressible red guide book, has not yet forced his desecrating entrance.

One of the things in this country which is a boon to the thirsty cyclist is the pure, cold mountain water that is found at running fountains in every village and at frequent intervals along the road side. There is one annoyance, however, which deserves particular mention, and that is the little insect that is so hard to find, but which it is so easy to find where he has been. The Bible has spoken about the "wicked flee," and Mark Twain has described him as he is found in Switzerland, but what we have said about him, after intimate acquaintance, would hardly do to print.

(*To be continued.*)

TRADE NOTES.

A NEW firm in Washington, D. C., will be established, and Messrs. L. B. Graves & Co. write us as follows: "On or near April 1st a new cycle house will be opened in this city (Washington), under firm name of 'L. B. Graves & Co.,' and located at 1325 Fourteenth street, N. W. Gormully & Jeffery's wheels will be made a leading feature, though other makes may also be handled. Renting, repairing and storage of wheels will also be attended to by the firm; and as their location is on a thoroughfare much frequented by cyclists, a fair share of local patronage is hoped for. The new house does not start in expecting to "run out" the old and well-known dealers already here, but intends by handling a first class line of goods and liberal use of printer's ink, to at least give intending purchasers a wider range of choice, and let people in general know they are here for business. A full line of wheels in the most attractive finishes will be shown, and as the firm is well equipped financially sales can be made on the installment plan, if necessary."

THE publisher of *Florida Facts* acknowledges the receipt of a handsome gold medal, as a prize from the Keystone Bicycle Club, of Pittsburg, Pa., for having ridden the greatest number of days during the past season, from July 1st to Nov. 1st, 1889. The medal came to hand Saturday of last week; it is very handsome and has been greatly admired. It is a solid gold badge, composed of a bar pin, on which is engraved "Days Riding," from which is suspended by two chains a disk partially surrounded by beautifully engraved fern leaves, and upon its face is a raised Keystone, the club pin, bearing the official badge of the League of American Wheelmen in the centre and K. B. C. at the top, and Pittsburg along the bottom. Beneath the leaves is a shield showing the date, 1889. The badge is not only a prize in value, but a thing of great beauty, displaying no small degree of skill in the engraver's art. It is the work of Mr. John Harriott, Boston, Mass.

THE annual reception to be given the wheelmen of Boston and vicinity to-morrow, Saturday, 29th, is likely to prove a big success. Over 2000 invitations have been issued, but the Pope Mfg Co. ask all (who by oversight or lack of knowledge as to address), that have not received an invitation, to call at their office, No. 79 Franklin street, and a card will be given them. A good time is assured to all who can attend.

STALL'S specialties are the "Boston," "the Tremont" and the "Record" safeties, good, low-priced machines. The Boston is made in five (5) patterns, one for gentlemen, one for ladies, one for boys, misses and youths, and they list at $60, $45, $50, $35, $90 and $75, according to the ball or plain bearing and the size. The Tremont safety is listed in three styles, $60, $45 and $35. The Record is a diamond frame wheel and is listed at $110. Mr. Stall's catalogue is before us and judging from its bulk and completness we should say that almost any one's pocket and taste could be suited. The catalogue illustrates 37 machines and describes 50 in all. Mr. Stall is the New England agent for the Psychos, Rovers, Coventry Rivals, and the local agents for Singer, Coventry, Eagle and others.

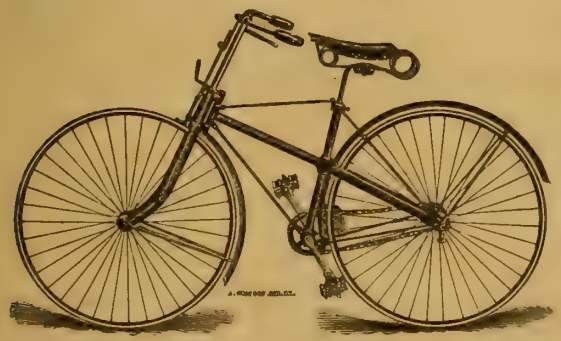
THE Worth Safety is the next new machine which will be put on the market for public approbation. It is from designs by Mr. Worth, of Cedar Rapids, Iowa. The wheel is a convertible single or tandem. We shall expect to give details as soon as the wheel is on the market.

WE dropped in to see Mr. Butcher the other day, at the office of the Butcher Cyclometor Co., No. 338 Washington street, to find out what was new and novel in the form of cyclometers. Mr. Butcher showed us one of the 1890 patterns, and pleased enough we were with it. In circumference it is not much larger than a silver dollar, while in thickness it cannot be more than three quarters of an inch. We were also shown the "innards" of the little instrument, and were astonished at the simplicity of the works. The materials used are brass and German silver, no steel whatever. The case when fitted on is absolutely water and dust proof. Each cyclometer is thoroughly tested before it leaves the shop. We shall show a cut of the Butcher cyclometer at an early day. We were told by Mr. Butcher that they were getting out a cyclometer similar to the one shown us, only the weight which keeps the cyclometer from turning with the wheel would be replaced by a detachable oil can; an excellent idea, and one that will no doubt find favor in the eyes of wheelmen. When we have the cuts we will give a fuller description.

MR. HORACE BELL, with the Gormully & Jeffery Mfg. Co., is in Boston this week on business connected with the firm he represents.

THE John Wilkinson Company of Chicago writes us: "We expect to demonstrate in the coming Pullman road race that the Safety can be driven equally as fast as the Ordinary, as we shall have several Rovers in the race. We are in receipt of a large shipment of Rovers, and our business is bound to be very large, as we are receiving applications for territory and orders for machines from all over the country."

MR. E. M. MOOAR of Grand Rapids, Mich., writes us: "Mr. E. T. Studley of this city, has placed me in charge of his bicycle and sporting goods department in his establishment, and I extend a cordial invitation to all my friends, and any wheelmen who may be coming here to make our store their headquarters while in the city. Please oblige me by publishing their invitation in the WORLD."



Ball Bearing All Around. Perfectly Interchangeable and Warranted.

Price $100.

It is now on the market, and speaks for itself.

Examine it, Compare it, Try it.

THE HARTFORD CYCLE CO., Hartford, Conn.

MR. F. HOWARD TUTTLE of 32 Lake street, Chicago, sends out one of the daintiest announcement cards we have ever seen. Mr. Tuttle announces that he has made arrangements to represent the manufacturers (Wm. Read & Sons) of the New Mail Cycles as the Chicago Special Agent for the introduction of these wheels. We hope the arrangement may prove satisfactory to both parties.

THE three heaviest riders of Buffalo, each 245, 235 and 220 pounds, rode New Mail safeties last year—quite a recommendation for the staunchness of this wheel. The 1890 model New Mail seems to be making a genuine sensation everywhere, and is having a great run.

FIXTURES.

APRIL.

4—Century Wheelmen at Philadelphia. Two 5-mile road racss.
4—Columbia Cyclers road race at Philadelphia.
4—Philadelphia Championship 5-mile road race under the auspices of the Philadelphia *Item*.
5—Seventh Regiment, N. Y., at Armory—bicycle races.

MAY.

17—Harvard University Cycling Association will hold a race meet at Holmes Field, Cambridge.
24—"Pony Tournament," at St. Louis, Mo. Address Harold Child, Secretary, 1012 Olive street, St. Louis.
28—Tournament at Hamilton, Ont.
30—Bay State Bicycle Club races at Agricultural Park, Worcester, Mass. Address B. A. Lamont, Worcester, Mass.
30—Maine Division L. A. W., annual meet, at Lewiston.
30—Road race, Irvington-Milburn, N J.
30 and 31—New Jersey Division, L. A. W., annual meet at Plainfield.
30—Pullman road race at Chicago, Ill.
30—Rome, N. Y., Bicycle Club tournament.
31—Intercollegiate games at Berkeley Oval, New York.

JUNE.

4, 5, 6—Missouri State Division meet at Columbia, Mo.
7—Hill climbing contest, Son-of-a-Gun Hill, at St. Louis, Mo.
7—Elwell party starts for Europe.
9—New Haven, Ct., race meet.
27, 28—Pennsylvania Division meeting at Philadelphia.
27, 28—Probable dates, great century run, Orange to Philadelphia.
28—Chicago Cycling Club vs. Wilmington Wheel Club team race, Lancaster Pike, Philadelphia, Pa.

JULY.

4—Chicago, Ill., Cycling Club's race meet.
4—Open handicap road race, Cincinnati, Ohio, address J. E. Poorman, 8th and Race streets, Cincinnati, Ohio.
4, 5—Missouri Division meet at St. Louis.
7—Kentucky Division meet at Richmond.
24, 26—Ohio Division meet at Cincinnati.

AUGUST.

16—Annual tournament St. Louis Bicycle Race Track Association, St. Louis, Mo. Address Harold Child, 1012 Olive street, St. Louis.
20—Detroit to Niagara Falls tour. Particulars to C. H. Smith, 211 Putnam avenue, Detroit, Mich.
25, 26, 27—L. A. W. annual meet and national championship at Niagara Falls, N. Y.

SEPTEMBER.

1, 2—Hartford Wheel Club tournament.
12, 13—Peoria, Ill., Cycle Club tournament. Address H. G. Rouse, Peoria, Ill.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON,
WE DO THE REST."
(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM,

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ERIE KNITTING MILL,

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Make to order the finest line of goods for the use of wheelmen. Send for samples of fabric and price list.

N. B. Elwell is recommending these goods to all the members of his tour.

Ask your local Dealer (given gratis) for

HINTS on the CARE of CYCLE-CHAINS

Repairer and Salesman Needed.

An active young man, accustomed to care and repair of cycles, can find a good position with a new house soon to open in ***Washington, D. C.*** Must be a wheelman, member of the ***L. A. W.*** preferred.

Address all replies to

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1725 G ST., N. W., WASHINGTON, D. C.



The "OTTO" Rubber Tires.

BICYCLES

	Factory Price.	Our Price.
52 in....	$60 00.....	$32 40
50 in....	55 00.....	29 70
48 in....	50 00.....	27 00
46 in....	45 00.....	24 30
44 in....	40 00.....	21 60
42 in....	35 00.....	18 90

All Wheels furnished with Tool Bag and Tools.

SAFETY BICYCLES

SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with Parallel Bearings...	$25 00
Large Boys' 24 in., with Brake and Mud Guards.....	35 00
Ladies' or Men's 30 in., Ball Bearings to both wheels.	75 00
Ladies' or Men's 30 in., Ball Bearings ALL OVER ...	90 00

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LEAGUE HEADQUARTERS:

12 Pearl Street, - - . - Room 27.

ABBOT BASSETT, Secretary.

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309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

COMMITTEE APPOINTMENTS.

Mr. Abbot Bassett, Secretary-Editor L. A. W.:

Dear Sir—You are hereby authorized to publish in the Official Bulletin the accompanying list of appointments upon the various committees of the League of American Wheelmen, for the current fiscal year. Additional appointments will be announced at an early date. Yours truly, JAMES R. DUNN,
New York, March 11, 1890. President L. A. W.

Appointments.

Membership Committee.

Sanford Lawton.....Springfield Mass.
George C. Pennell.....Elizabeth, N. J.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdet.....Hartford, Conn.

Committee on Rights and Privileges.

Samuel A. Boyle, Esq.....Philadelphia, Pa.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.

Transportation Committee.

W. M. Brewster.....309 Olive St., St. Louis, Mo.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.

Hotel Committee.

George S. Atwater, 1230 Penn. Ave., Washington, D C
H. H. Hodgson. .13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

TOTAL MEMBERSHIP.

Below are tables showing the total membership of the year just closed and that for the preceding year;

	1890.	1889.
California,	443	423
Colorado,	51	67
Connecticut,	742	479
Delaware,	56	46
District of Columbia.	192	165
Illinois,	931	776
Indiana,	178	197
Iowa,	142	173
Kansas,	137	169
Kentucky,	110	92
Louisiana,	104	57
Maine,	161	150
Maryland,	543	472
Massachusetts,	1,658	1,250
Michigan,	449	357
Minnesota,	132	115
Missouri,	357	364
Nebraska	100	98
New Hampshire,	71	108
New Jersey,	634	753
New York	2,169	2,519
Ohio,	867	964
Pennsylvania,	1,505	1,502
Rhode Island,	358	270
Tennessee,	103	117
Texas,	40	39
Vermont	37	58
Virginia,	85	121
West Virginia,	65	38
Wisconsin,	114	100
Alabama,	13	14
Arizona.	10	8
Arkansas,	7	11
Dakota,	10	12
Florida,	20	17
Georgia,	9	16
Idaho,	1	
Mississippi,	12	14
Montana,	6	2
Nevada,	19	2
New Mexico,	9	8
North California,	3	5
Oregon,	2	
South Carolina,	5	8
Utah,	18	12
Washington,	4	1
Wyoming,	3	4
Bermuda,	1	1
Canada,	13	11
England,	4	4
Nova Scotia,	5	8
Total,	12,703	12,193

Rule G.

Racing Rule G. has been amended, by the L. A. W. Racing Board, to read as follows:

Rule G. Any cycle or athletic club will be allowed, under special sanction of this Board, to pay the entrance fees and actual necessary travelling expenses of a member or members whom they may desire to represent them at a race meeting, but without this special sanction no competitor in amateur events shall accept from his own club, or from a club promoting sports at which he competes, any payment for his expenses under penalty of suspension from the track for a time at the discretion of the Board. Athletic Clubs (members of the A. A. U.) are not required to apply for this special sanction, and racing men riding for A. A. U. clubs are not liable under this rule.

The following resolutions have been adopted by the Board of Managers of the A. A. U.:

"*Resolved*, That no club, or organization, a member of the A. A. U. of the United States shall pay more than the actual necessary travelling expenses of athletes, members of such clubs or organizations, when journeying to and from competitions:

No athletic club, a member of the A. A. U., shall be permitted to pay any expense, or expenses whatever, directly or indirectly, of a member or members of such club, except when such member or members are actually travelling to or from (or are in attendance as competitors at) competitions:

Any athlete who shall accept or receive consideration for his services under the guise of expenses (an excess over the actual cost of transportation to and from competitions and hotel bill while in attendance as competitor) shall, on proof of same before the Board of Managers of the A. A. U., be declared a professional; and a club or organization implicated with such athlete shall be dealt with as provided for in Article IX of the Constitution."

All athletic clubs (which are not members of the A. A. U.) will be required to apply for special sanction, to pay the expenses of members to represent them at race meetings, unless the organization, to which such club belongs, restricts the "paying of expense" by the adoption of resolutions which meet with the approval of the Racing Board.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Illinois Hotels.

Aurora, Hotel Bishop, rates $1.50 per day, meals 50 cents; regular rate $2.00.

Yours fraternally, W. A. DAVIS,
Chief Consul.

Hotel Committee.

To Division Secretary-Treasurers:

I have this day mailed to each Division Secretary-Treasurer a circular letter, asking for a complete list of the Hotels, Local Consuls and Repair Shops in their respective Divisions. It is highly important that such lists be in my hands at a very early date, as they are to be published in the new League hand book. By giving this matter your prompt attention you will expedite the work of the committee, and further the interests of the League. Lists should be sent to the undersigned.

Fraternally yours, GEO. S. ATWATER,
Chairman L. A. W. Hotel Committee.

Tennessee Appointments.

I have made the following appointments:

Vice Consul, Charles J. Scherer, 211 Main street, Memphis.

Representative, Joseph C. Combs, 74 N. Cherry street, Nashville.

John M. Webb has been appointed as Local Consul for Bell Buckle.

As there is no clause in the L. A. W. Constitution or the Constitution of the Tennessee Division, providing especially for the appointment of Vice Consul and Representative, I take Section 1 (A) of the Division By-Laws as my authority for the above appointments of State officers. Fraternally,

JOSEPH R. WILSON, JR.,
Chief Consul Tennessee Division.

Missouri Division Meet.

To officers and members:

I have received the following invitation to hold the annual meeting of this Division at Columbia, which has been accepted:

R. Holm, Chief Consul Missouri Division, L. A. W.:

Dear Sir—The wheelmen of Columbia wish through you to extend to the Division a hearty invitation to hold the annual meeting at our city, on July 4th and 5th.

(Signed) H. C. PENN, L. C.,
J. L. DOUGLASS,
R. M. HOCKADAY.

Columbia, March 17th, 1890.

The following programme has been decided on:

First Day—July 4th.

Reception of guests.

9 A. M., parade through the business portion of the city to University grounds.

10 A. M., photograph at University terrace.

11 A. M., Division meeting; nomination of officers for ensuing year.

12 M., dinner on University campus.

2 P. M., races, ten events, for which valuable prizes will be given.

8 P. M., banquet at Powers' House.

Second Day—July 5th.

8.30 A. M., runs over the finest gravel roads in the State to Rocheport, Ashland and Moore's Lake.

12 M., dinner at Columbia.

2 P. M., hill climbing contest on Broadway Hill, for the championship of Missouri. Participants will be handicapped commensurate with their speed.

3.30 P. M., runs to Moore's Lake and to County line on Fulton gravel road.

8 P. M., smoker.

All members of this Division are urgently requested to make arrangements as soon as possible to be present at the meeting, and consuls are urged to have their respective cities well represented.

Fraternally yours, ROBT. HOLM,
St. Louis, March 21, 1890. Chief Consul.

Missouri Division Tour.

In connection with the annual meeting at Columbia, a three days' tour, which will be the official tour of the Division, will be arranged to start from Louisiana on or about June 30th, and arriving at Columbia in time for the meet. The route will be via Bowling Green, Mexico and Stephen's store, and the tour will be in charge of W. P. Laing, of St. Louis, and Jno. Sansom, of Kahoka. Intending participants should notify either of the above at once, who will give them full particulars as to hotels, routes and cost of tour. The roads to be travelled over are gravel to within a few miles of Mexico. From Mexico fine prairie roads are encountered to Stephen's store, thence gravel to Columbia.

Fraternally yours, ROBT. HOLM,
St. Louis, March 21, 1890. Chief Consul.

League Club.

The following club has qualified as a League club and filed the proper certificate in the office of the Secretary. It is numbered as below:

No. 253—Fleet Wing Outing Club, St. Louis, Mo. Mrs. John D. Ripley, Secretary.

Massachusetts.

A meeting of the Board of Officers of this Division will be held at Clarendon Hotel, FRIDAY, March 28, 1890, at eight P. M.

The question of a spring meet will be decided upon, an invitation to hold it in Worcester has been received.

Fraternally, WM. H. EMERY,
Boston, March 24, 1890. Chief Consul.

New Contract.

To the members of the L. A. W.:

Upon assuming the duties of the Executive Committee, we found that the space allowed us by the contract with the BICYCLING WORLD COMPANY, was not sufficient for the use of the organization, and judging by the extra space used during the last year, which we would be expected to pay for in the future, the cost for the coming year would be over $2000. To save this expense was an imperative duty and we are pleased to say that we have made a new contract with the same parties for publishing the BULLETIN for five years from March 1, 1890, whereby the money consideration, and the amount of space allowed the League are both increased and the above mentioned expense saved.

For the Executive Committee.
WM. H. EMERY, Sec.

Missouri Division Hotels.

To Consuls:

To date, no official League hotels have been appointed at the following towns: Booneville, Edina, Memphis, Bonne Terre, Kirkwood, Joplin, California and Purdy. Local Consuls in the places named are urgently requested to give this matter their immediate attention, as the names and rates of hotels are wanted for the new Road Book which will soon be in press. Application forms will be furnished by the undersigned on request. This is the final call for this matter and unless prompt replies are received the space opposite the name of the respective towns will be left blank.

Fraternally yours, ROBT. HOLM, C. C.
St. Louis, March 22, 1890.

Wisconsin.

Report of J. H. Bloedel, ex-Secretary Wisconsin Division L. A. W.

Received of J. A. Hinman	$16.50
May 8, '89. Received of Abbot Bassett	9.75
July 4. Received of Abbot Bassett	30.60
	$56.85

Disbursements.

Wisconsin Div. Championship Medal	$10.00
May 18, 1889. Recruiting circulars	2.50
Postage on same	1.00
Sundry stationery	5.75
Call for reorganization meeting, Jan. 20, 1890	11.93
	32.18
Balance,	$24.67

I hereby certify to receipt of above balance, $24.67, paid to me by J. H. Bloedel, March 22, 1889.

W. L. SIMONDS,
Secretary Wisconsin Division, L. A. W.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, R. M. Thompson, Oriel Hotel, San Francisco. Secretary-Treasurer, W. D. Sheldon, 126 Davis street, San Francisco.

COLORADO—Chief Consul, Edward S. Hartwell, 1319 Sixteenth street, Denver.

CONNECTICUT—Chief Consul, David J. Post, Drawer 747, Hartford. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1230 Pennsylvania avenue, Washington. Secretary-Treasurer, W. H. Stearns, 1421 G street, N. W., Washington.

ILLINOIS—Chief Consul, Wm. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, Harry T. Hearsey, 149 No Del. street, Indianapolis. Secretary-Treasurer, A. N. Smith, Terre Haute.

IOWA—Chief Consul, James B. Green, 711 Locust street, Des Moines. Secretary-Treasurer, Walstein Seymour, 2d and Walnut street, Des Moines.

KANSAS—Chief Consul, W. C. Bradley, Western Security Co., Ottawa. Secretary-Treasurer, Otto H Wulfekuhler, Leavenworth.

KENTUCKY—Chief Consul, Andrew J. Lamb, Box 65, Louisville. Secretary-Treasurer, G. E. Johnson, 1919 Floyd street, Louisville.

LOUISIANA—Chief Consul, Harry H. Hodgson, 13 Carondelet street, New Orleans. Secretary-Treasurer, J. W. Dodge, 893 Carondelet street, New Orleans.

MAINE—Chief Consul, Dr. G. E. Dow, 507 1-2 Congress street, Portland. Secretary Treasurer, A. L. T. Cummings, Biddeford.

MARYLAND—Chief Consul, Albert Mott 203 Lenox street, Baltimore. Secretary-Treasurer, G. W.H. Carr, Box 675, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 109 Warwick street, Roxbury. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, A. B. Richmond, 370 So. Lafayette street, Grand Rapids. Secretary-Treasurer, C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, A. W. Laird, Winona.

MISSOURI—Chief Consul, Robert Holm, Anheuser Busch Brewery, St. Louis. Secretary-Treasurer, J H. Kelley, Smith Hardware Co., Sedalia.

NEBRASKA—Chief Consul, Frank N. Clarke, First Nat'l Bank, Omaha.

NEW HAMPSHIRE—Chief Consul, Frank A. McMaster, 101 Ash street, Nashua. Secretary-Treasurer, Frank O. Moulton, Manchester.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 40 Orchard street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, Elizabeth.

NEW YORK—Chief Consul, W. Sheldon Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City

OHIO—Chief Consul, M. A. High, 165 Vine street Cincinnati. Secretary-Treasurer, Dr. W. D. Kempton, 550 Freeman avenue, Cincinnati.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Ass't Dist. Atty, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, Chas. S. Davol, Warren. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, Joseph R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, Geo. C. Arbuckle, Room 5, Merchants' Exchange, Dallas.

VERMONT—Chief Consul, H. A. Webster, Montpelier.

VIRGINIA—Chief Consul, Ira B. White, 16 Nolls court, Norfolk. Secretary-Treasurer, Alex. K. Schaap, 617 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, Clarence. E. Irwin, 150 No. F street, Wheeling.

WISCONSIN—Chief Consul, V. Mumford Moore, 94 19th street, Milwaukee. Secretary-Treasurer, W. L. Simonds, 382 East Water street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

L. A. W. Renewal Blank, 1890.

Fill out this blank, enclose $1 to pay your dues to April 30, 1891, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, make the request on another sheet than this.

Ticket holders, 25 cts.; with name stamped, 50 cts.

Leave space above this line Blan

Number _____

Name, _____

Street and Number or P. O. Box, _____

City, _____

State, _____

Club _____

Enclosed for Holder cts.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name,*.....

Club,..... *St. and Number, or Box,*.....

References:..... *City,*.....

State,.....

Enclosed..... for Holder.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2.00 with this blank on any date between date of paper and Oct. 31, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and ocket for personal cards send cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

There is no better wheel in the market to-day than the Warwick Perfection. It is not sold for cheap money, nor is it made of cheap material.

PRICE $135.

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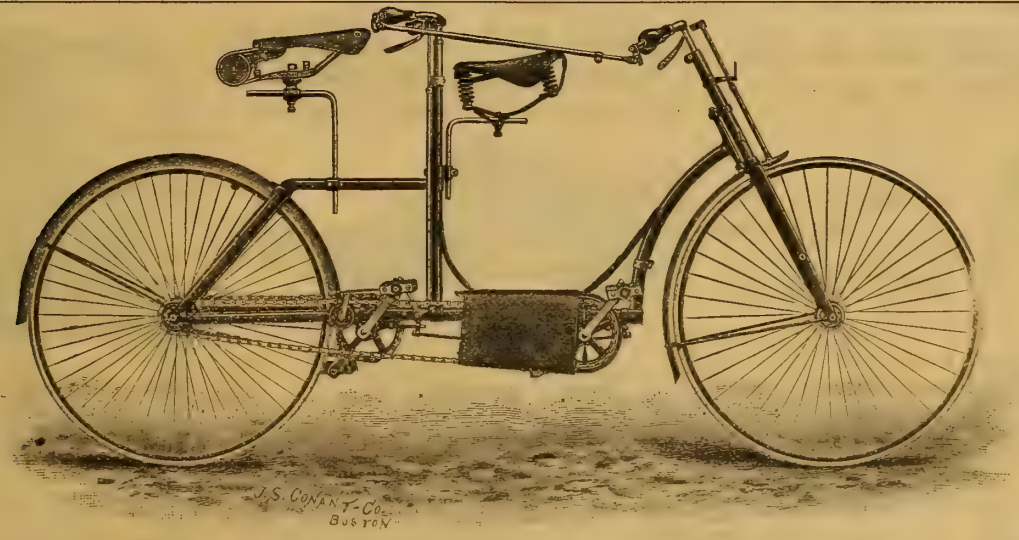
Light and Superior

Ladies' Wheel.

To facilitate delivery of goods, we have arranged with the following firms to supply you in their respective territory. They will be our exclusive wholesale dealers, and it is their mission to aid you in every way. Address them for catalogues:

For Maine, New Hampshire, Vermont, Rhode Island and Eastern Massachusetts, **A. O. VERY,** 173 Tremont Street, Boston.
For New York State, east of Onondaga County, and North-eastern Pennsylvania, **G. R. BIDWELL,** 313 West 58th Street, New York.
For Northern New Jersey, **E. ALSDORF & CO.,** 11 Academy St., Newark, N. J.
For Southern New Jersey, and territory contiguous to Philadelphia, **EDW. K. TRYON, JR., & CO.,** 10 and 12 North 6th Street, Philadelphia.
For Western New York, Western Pennsylvania, and Northern Ohio, **STANDARD CYCLE CO.,** 588 Main Street, Buffalo, N. Y.
For Maryland, **EISENBRANDT BROS.,** 424 E. Baltimore St., Baltimore, Md.
For Southern Ohio, Southern Indiana, Tennessee, and West Virginia, **J. E. POORMAN,** 8th and Race Streets, Cincinnati, O.
For the Northwest, **CHAS. F. STOKES MFG. CO.,** 293 Wabash Ave., Chicago.
For the Southwest, **D. SNITJER,** 1012 Olive Street, St. Louis.
For the Pacific Slope, **THOS. H. B. VARNEY,** Fremont Street, San Francisco, Cal.
Territory not named, Local Agents, or The Manufacturers,

WARWICK CYCLE MFG. CO., - Springfield, Mass.



Dealers can find no better investment at the opening of the season than a strong, steady and reliable Tandem Safety. Such an one is the PREMIER. Both sexes are at once convinced of the pleasures of cycling; ladies are quickly taught the mastery of the single machine. By the way, we have the finest ladies' safety——[Continued next week.]

1890 TANDEMS IN STOCK READY FOR DELIVERY.

LLEWELLYN H. JOHNSON, Manufacturing Importer,

401 & 403 Main St., - - - ORANGE, N. J.

THE Cyclist who buys a New Machine on the faith of an advertisement is too good for this world, therefore we do not expect to sell

"NEW RAPID" CYCLES

on the strength of the following statement alone:

During 1889 we made over 7000 of our Celebrated "New Rapid," True Tangent Wheels for use in our machines, using something over 350,000 spokes; now out of this enormous number WE DID NOT HAVE A SINGLE BROKEN SPOKE REPORTED TO US.

The above proves that our wheels are perfect, but does not relate to the machines themselves; the ordinary cycler, however, is a man of intelligence, and he will acknowledge that a firm who are careful in the construction of the wheels, must also be careful, and devote considerable attention to every part of the machine, and this we do.

After reading this send for a descriptive Catalog of "New Rapid" Cycles to the CLARK CYCLE CO., 340 N. Charles Street, Baltimore, Md., who are our Agents.

ST. GEORGE'S ENGINEERING COMPANY,

BIRMINGHAM, - - - ENGLAND.

Inventors and Sole Makers of the NEW RAPID CYCLES.

I. A. WESTON & CO.,

JAMESVILLE, N. Y.,

Manufacturers of



PATENT

Improved

Ball Bearing Suspension

Steel Wheels.

All grades and sizes, from 12 to 42 inch diameter, in quantities, for Bicycles, Tricycles, Velocipedes, &c., &c.

Safety Wheels a Specialty.

Those contemplating manufacturing such will do well to write us for prices.

THE

TEMPLE CYCLE EXCHANGE,

47 & 49 State St., Chicago.

Best equipped bicycle house in U. S. Finest riding school in Chicago. High and medium grade

AMERICAN AND ENGLISH CYCLES.

Good exchanges made for second-hand wheels. Write for catalogue. Mention this paper.

RALPH TEMPLE, Managing Prop.

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FAMOUS SPORTING SHOES.

THEY NEED NO RECOMMENDATION.



MEN'S BICYCLE SHOE:

No. 1.	Kangaroo, hand sewed	$5.00
No. 2.	Kangaroo, hand sewed	$3.50
No. 3.	Dongolia, calf	$3.00

MEN'S BASE BALL SHOE:

No. 1.	Kangaroo, hand sewed	$7.00
No. 2.	Kangaroo	5.00
No. 3.	Russett, calf	5.00

SPRINT RUNNING:

No. 1.	Hand sewed	$5.00
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Agents should place their orders now to avoid delay.

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Pat. Nov. 30, 1880, and June 21, 1881.

For use between Office, Store, Residence or Factory. Cheaper than Speaking-tubes throughout a building. These new instruments (see above cut) are emphatically superior to all others for lines within a mile.

They embody all latest improvements, work splendidly in all kinds of weather, and are great favorites with business men.

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Staunch,
Light,
Graceful.

THOROUGHLY
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EACH MACHINE
GUARANTEED.

WE ARE NOW PREPARED

to furnish the **"Paragon"** Spring Frame Safety, with **Centre Brake, Hollow Rims,** and our new **Chain Adjustment,**

Price, - $135.00

The Iroquois, with Centre Brake and chain adjustment,

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STOVER BICYCLE MFG. CO., Freeport, Ill.

WHY IS IT that the entire Cycle Trade have copied the

"REFEREE" SAFETY.

The original Diamond Frame, DESIGNED IN 1886 (Patent Nos. 14,205 and 17,215; Registered Nos. 83,504, 115,900, and 116,849).

BECAUSE it is the best mechanically-constructed Safety in the World. We challenge our imitators to excel

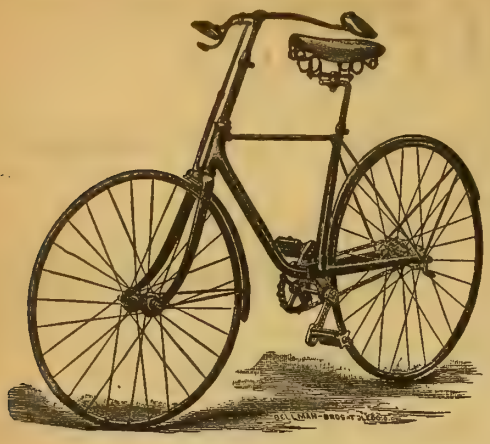
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For Lightness, Strength, Comfort, Speed, Design, Workmanship, Style, Finish and Improvements.

Holds 12 World's Records, and Won over 130 Prizes in five months.

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STANDARD CYCLE CO., Buffalo, N. Y.
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Singer Safety, -	49 lbs.,	$135
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N. Mason Beckwith
E. R. Bowen
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Send for Catalogue Knit Racing and Training Suits.

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JUVENILE SAFETY BICYCLE.

The lightest and strongest machine of its kind yet made. Tubular steel drop frame, with or without detachable cross-bar, adjustable steel cone bearings for wheels and crank-shaft, hard rubber handles, 24 and 26 inch wheels, with crescent steel rims, steel spokes and 3-4 inch best rubber tires, reversible seat post, with long and short bends, thus giving wide range of adjustment to suit children from eight to sixteen years of age; all wearing parts detachable and interchangeable; handsomely finished in nickel and enamel; weight, with adjustable suspension saddle and tool bag, complete, 34 lbs. Price $40,—and well worth the money, in comparison with any other machine of its kind in the market.

The "Gazelle" has absolutely the strongest wheels of any bicycle made, large or small, and as the frame is strong enough to carry a heavy man over the roughest riding, the machine will stand the rough usage to which children's bicycles are frequently subjected, with little danger of breakage. The Ladies' "Gazelle," much the same style as the above, with 28-inch wheels, chain guard, and some additions and improvements, will be ready in April. Will run about as light as a ball bearing machine. Price $50. Liberal terms to agents. We will deliver these machines at any place in the United States, east of the Mississippi, where we have no agent and which is reached by a railroad, at prices named, transportation free. When ordered to be sent C. O. D., an advance remittance of $5 will be required.

CRAWFORD & CO.,
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$3.00 Per Pair.

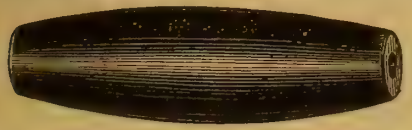


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ELASTIC TIP CO.,



MANUFACTURERS OF
Bicycle Tires, Bicycle Handles of every Description, Pedal Rubbers, etc.

Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades, in the rough, with bolts and grip,	$2.00 per pair
Spade Grips, Vulcanite, any style	$ .50 per pair
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Tire Cement,	$ .25 per box
Electric Tape,	$ .25 per roll

Bicycle Balls, spokes, etc.

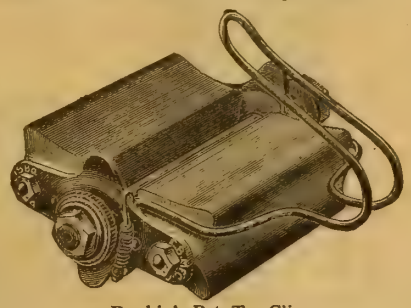
Mould Work of Any Kind Solicited.

THE ELASTIC TIP CO.,
RUBBER SPECIALTIES.
Cor. Cornhill and Washington St., Boston.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

BOTH FEET

Go to the same church when you use



Rankin's Pat. Toe Clip.

Just Hustle, Boys, and Beg, Borrow or ———, you know, 50 cents, and get a Pair. Ask your Local Agent for them.

AGENTS WANTED in every city or town in the **United States.** Write for terms, etc. Mention this paper, please.

RANKIN & BRUCE, Sole owners & Man'facturers.
Box 103, 23 Custom House St.,
PROVIDENCE, R. I.

Ask your local dealer for

Price, 25 Cents.

CYCLE-CHAIN GRAPHITE.

REGISTERED.

Safety Bicycle or Tricycle CHAIN.



Carries a Stock of over 100 Bicycles, Tricycles, Safeties, Velocipedes, etc. Only "Cycle Castle" in America.

For all kinds of
Bicycle Repairing, Nickel Plating, Enamelling, etc.,
Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street. BUFFALO. N. Y.

PERFECT POCKET OILER.



One-half size.

For bicycles, Guns, etc. No Leakage. Throws only small quantity of oil at a stroke. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50c. each. CUSHMAN & DENISON, 172 9th ave., N. Y.

A. O. VERY,

New England Agent for the

Warwick "Perfection," "Union"

—AND—

"Giant" Cycles.

—ALSO—

The Standard Sewing Machine

173 Tremont Street, Boston.

AGENTS WANTED,

SIDWELL & SABEN,

NEW ENGLAND AGENTS FOR

RUDGE & QUADRANT.

DEALERS IN

New and Second-Hand Machines for Cash or Installment. Machines Exchanged or Sold on Commission.

Cycle Repairing In All Its Branches.

We carry a full line line of Cycle Parts and sundries,

MAKING A SPECIALTY OF RUDGE PARTS

of every description. Call and inspect stock.

OPEN EVENINGS UNTIL 9 O'CLOCK.

182 Columbus Ave., Boston, Mass.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,
118 Warren Street, New York.
Mills, Bouckville, Madison Co.
ESTABLISHED 1865.

Jersey-Fitting Supporter.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts tell us that it is the best and most satisfactory supporter made.

Let every Sportsman Try Them.

Price $1.00. Will send by mail on receipt of price. Send size of Waist and Hip.



FULL PANTS.
(Patented.)
828.
Heavy Rib.
Improved double seat, strap & pocket.

No. 884. Heavy Rib.





KNEE PANTS.
(Patented.)
810. Heavy Rib,
Improved double seat and pocket.

CAUTION We hold Letters Patent for improvement on Pants, Tights, Supporters, and Support Jacket, as represented in these cuts. Each garment is marked H. & C., Pat. Dec. 3d, '89, and we *caution* all dealers against selling any garments infringing on these patents. Garments *not bearing* our *patent* mark are *infringements*, and parties selling them will be held responsible to the extent of the law. HOLMES & CO.

Send Stamp for Catalogue.

Athletic and Gymnasium Garments Manufactured by

HOLMES & CO., 109 Kingston St., Boston.

$115.00 HIGH GRADE SAFETIES, NEW, AT $80.00.

Our cash was ready, as usual, and we have two JOB LOTS of VOLANT (SPRINGFIELD ROADSTER) SAFETIES, sold heretofore at $115.00, which we now offer at $80.00. Ball Bearings all around. Easy payments if desired. We have numerous other bargains equally good, being always in the market for job lots. *Send for Catalogue, Second-hand and Bargain List.*

ROUSE, HAZARD & CO., {LARGEST STOCK IN THE U. S.} 9 G Street, Peoria, Ill.



New Mail

IN EXCHANGE!!

We offer a few

NEW MAIL ORDINARIES,

taking Other Wheels in Part Payment. This gives wheelmen an opportunity of *realizing for their* old mount more than in any other way, and obtaining a New Mail, the reputation of which is too well known to need description. The Only Wheel with Trigwell's Ball Head, tapered Perfection tubing, and thickened Base Rim. The New Mail has won many of the principal Racing Events, and No Wheel stands Higher as a Roadster. Mr. Murphy, the noted rider, rode a New Mail over 12,000 miles.

Describe fully your wheel, stating size, condition, make, and your valuation.

SEND FOR NEW MAIL CATALOGUE.

WM. READ & SONS, - - 107 Washington St., Boston.

SAFETY BICYCLES.



Leading Styles. Fully Guaranteed. Well-Known Manufacturers.

$18.00 TO 100.00.

SPECIAL DISCOUNTS TO DEALERS.

LAMPS, BELLS & ALL ACCESSORIES.

LOWEST PRICES.

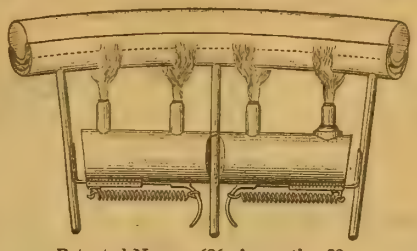
Bicycles Repaired. Special Attention Given to Out of Town Work.

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NEW AND USEFUL

PERFECTION TIRE HEATER.

Price $1.50.  Price $1.50.

Patented No. 323,686, Aug. 4th, 1885.

Loose Tires Cemented on the Road in a few Moments.

Can be Carried in the Tool Bag.

A Simple Saver of Time, Money and Patience.

Can be procured of any dealer in Bicycles, or of the Manufacturer,

Geo. R. Bidwell, 313 W. 58th St., New York.



"ORMONDE"

LIGHT ROADSTER.

WEIGHT, 36 LBS.

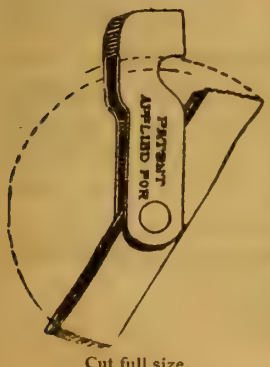
HANDSOME, LIGHT, STRONG.

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BANKER & CAMPBELL, 1788 Broadway, New York.

AGENTS APPLY.

The Automatic Spoke and Nipple Grip.



Cut full size.

Every Cyclist His Own Repairer!

No Screws, no Nuts, no Peeling of Enamel.

☞ It takes a positive grip. The harder you pull the tighter it holds.

☞ Catches any size Spoke or Nipple, round or square.

☞ Can be carried in the vest pocket.

Price, (Nickeled) $1.

Liberal Discount to Dealers.

JORDAN & OELLIEN,

No. 1320 Washington Ave., St. Louis, Mo.

Free To Agents and Dealers

for one year,

THE BEARINGS,

the only first-class cycling paper in the West. Send business card to

71 Randolph St., Chicago.

Send for sample copies everyone.

J. W. BATE & CO.,

No. 324 FLATBUSH AVE., BROOKLYN.

DEALERS IN BICYCLES.

55-inch Columbia L. Roadster, -	$60
54-inch American Rudge, - -	55
53-inch Rudge L. Roadster, -	60
50-inch Volunteer Columbia, - -	45

The above are in the best possible condition.

WHEELMEN'S

HOME GYMNASIUM,

Consisting of

1 Standard Chest Weight.
1 Pair 3-Pound Dumb Bells.
1 " Wooden Dumb Bells.
1 " 1-Pound Indian Clubs.
1 " Indian Club Hooks.
1 Instruction Book.

By express or freight on receipt of price,

Complete, - - - - - $5.00

Takes very little space in your chamber. Morning and Evening exercise will enlarge the chest in one week.

HOLLAND & HAVENER,

WORCESTER, - MASS.

Union Cycle Mfg. Co.



Much has been said about hubs.

Hubs made in one piece prevent the breaking of spokes in driving wheels, caused by the slipping of flanges to which the spokes are fastened.

In sectional hubs, the means of applying the chain being only on one side, thereby putting all the strain on only one-half instead of all the spokes. Also hubs made of material other than steel, require bushings, or pieces of steel inserted for bearing surfaces. Such hubs are not desirable, as the bushings frequently become loose, or wind up. Not all hubs are made of one piece of steel forging.

Those used in the Union Safety are.

Look the Matter Up, it will Help You to Decide on Your New Mount.

WRITE FOR CATALOGUE.

OFFICE AT FACTORY, HIGHLANDVILLE, MASS.

Our Eighth Year at the Old Stand.

W. W. STALL,

ODD FELLOWS' HALL,

509 TREMONT STREET, 4 WARREN AVENUE.

BOSTON, MASS.

Safety Bicycles, Wholesale and Retail.

SOLE NEW ENGLAND AGENTS FOR

ST. NICHOLAS MFG. CO., - - - Chicago, Ill.
INDIANA BICYCLE MFG. CO., - - - Indianapolis, Ind.
CAPITAL CYCLE CO., - Washington, D. C., PSYCHOS.
JOHN WILKINSON CO., - - Chicago, Ill., ROVERS.
SWEETING CYCLE CO., Philadelphia, Pa., COVENTRY RIVAL.

We are practically headquarters on low-priced wheels especially, and are prepared to supply the trade. Safeties for men at from $60.00 upward; Ladies at from $45 upward, and Boys at from $18.00 upward.

We offer the above goods to the New England trade, and solicit correspondence with agents and parties desiring to become such.

LIBERAL INDUCEMENTS TO LIVE MEN WHO WILL "HUSTLE."

Send 5 cents in stamps for our new Catalogue.

REFLECT

When you hear disinterested (?) agents of other makes of Cycles warning would be purchasers of "BRONCHO" SAFETY BIKES against the evils that will surely befall them if they buy and ride a "BRONCHO" BIKE, that they see a VERY BIG GHOST in their mind's eye. "WHOSE GHOST IS IT?" Can't you guess? THEY are THROWING ROCKS at the "BRONCHO." "WHAT FOR?" Can't you imagine? Do men THROW STONES at SHADOWS? Do men usually KICK SO PERSISTENTLY at NOTHING? HARDLY. IT ONLY SHOWS THINKING PEOPLE that they RECOGNIZE that, AT LAST, A SAFETY BICYCLE HAS APPEARED, WORTHY the steel of the NOBLEST FOEMAN of them all. A SAFETY BIKE that, at ONCE, will TAKE A LEADING PLACE with the BEST SAFETIES now before the public and KEEP WELL TO THE FRONT, dividing the honors with the BEST of them. Oh, yes, there ARE good machines built and sold by several makers in AMERICA. There ARE good machines made ACROSS THE WATER, imported and sold here. BUT when any of these AMERICAN MAKERS or AGENTS OF IMPORTED CYCLES, get up on your Shirt-collar and howl in your ear that THEIR particular Wheel is the BEST, IN EACH AND EVERY PARTICULAR, AND THAT ALL OTHERS ARE FRAUDS, they are talking the WORST KIND OF FOG, because IT SIMPLY ISN'T THE TRUTH. When a maker tells you that there are but TWO makers of Cycles in AMERICA, the parts of whose machines are INTERCHANGEABLE, set him down for a man rammed PLUM FULL of MISINFORMATION. He is making statements NOT SUSCEPTIBLE OF PROOF. He either knows he is not talking according to HOYLE, or else he is TOO WOEFULLY IGNORANT to tie to. In either case HE WON'T DO.

WHEN a man claims to be a WESTERN MAN and KNOWS ALL ABOUT THE SKOOKUM, and talks disparagingly thereof, because he NEVER HEARD of the WONDERFUL ANIMAL with the PHENOMENAL TAIL, set him down as the sort of man who could travel all day under the shade of a tree, and, at night, turn round and POUR A DIPPER OF WATER ON THE ASHES OF HIS LAST NIGHT'S CAMP FIRE. He had better reflect on what JOSH BILLINGS once said, viz: "FRIENDS, it is better to LET ON that you KNOW you are a —— FOOL, than to try to carry the impression that YOU KNOW SO MANY THINGS THAT AIN'T SO."

GENTLEMEN, WE are getting WONDERFULLY GOOD ACCOUNTS of "BRONCHO," and "the boys" who are being treated to a chance to see and examine the NEW BIKE this week, South and West, are writing us some RED HOT letters of CONGRATULATION on our success in giving "the world" a NOVELTY, a SURPRISE, and A WAY UP GOOD SAFETY BIKE COMBINED. A machine that will WIN LAURELS for every one who rides it or handles it.

WE are MODEST, WE are BASHFUL and RETIRING, WE don't claim that WE HAVE GOT THE BEST MACHINE IN EXISTENCE, but WE DO claim that in 999 points out of 1000, WE beat ANY MACHINE WE HAVE EVER SEEN, and WE HAVE SEEN THEM ALL. Keep your eyes open for OUR CUTS and, meantime, don't forget to send for our '90 "CAT." Don't forget our THREE KNOT SKOOKUM OIL, OUR SKUDERDRAK'S EMBROCATION, our LIVINGSTON'S "SURE CURE." Keep your eyes open for cuts of our REAR HUB and note how surprised you will be at its SIMPLICITY and EFFECTIVENESS.

GOOD AGENTS should send for TERMS.

WHITE CYCLE CO.,

WESTBORO', MASS., U. S. A.

(*Continued from last week and the week before, Pages 458 and 488.*)

QUIDPROQUO, BOSTON.

MANY thanks, Mr. Editor-in-Chief, for your cordial compliment of two weeks ago. It never hurts a real chief to give credit where credit is due; and it don't conflict with an able business, nor injure an honest one, to admit the truth about a rival.

IMITATIONS AND IMITATORS.

I DO imitate your style, and who is it says "imitation is the sincerest flattery?" It is so when it is honest imitation. The Pope Manufacturing Company is the most flattered maker of cycles in that way. Nearly everything they have done has been imitated sooner or later, more or less, either honestly or otherwise. They ought to thank the maker that copies honestly and exactly (by license, of course, if it is patented) their fork, or saddle, or pedal or other parts. We got at the right thing about pedal construction here last week, you know. Some time we'll have a little discussion of saddles and other things.

WHY DODGE.

I WONDER why it is that so many make their pedal rubbers to look almost like the Columbia "Double Grip," yet so as to dodge the exact shape and to lose the full value. Better pay a little royalty and make it right, gentlemen, or else not make believe make it.



SIBYLLE: You looked just as selfish as handsome, riding up the driveway just now.

SYDNEY: But I came expressly to invite you to a spin with that new Ladies' Columbia Bicycle of yours.

SIBYLLE: Oh! Well, my sister likes it so much that she rides it every afternoon. She's off with it now.

SYDNEY: Never mind! I'll go back and get my Columbia Tandem.

SIBYLLE: O, You're just as generous as you are ——.

Illustrated Catalogue Free.

POPE MFG. CO., 77 Franklin Street, Boston.

Branch Houses: 17 Warren St., New York; 291 Wabash Ave., Chicago.

UNBRAZED RIMS.

ONE of the latest imitations is that of the Columbia Rim, rolled (instead of drawn by dies), and shaped by weldless steel tubing. The Pope Manufacturing Company, years ago, carried on extensive experiments in its endeavor to produce a better rim than was then known, and the best rim possible to make with the materials and machinery available or inventable, without regard to price. It found a way to make it satisfactorily and better, though costlier. After having used it for four years and gained the universal assent that theirs is the best rim for a cycle wheel, they ought to thank the maker who now compliments them by adopting it as near as he can.

SPANGLED SPOKES.

ANOTHER recent imitation of the Columbias appears in the copy of their spokes, both their way of constructing and putting in, and their bright style of spangling or nickeling from the flange to the crossing of the spokes, which has been an "ear mark" of their machines so long.

ENAMEL.

IT is difficult to imitate closely the enamel of the Columbia Cycles even by polishing it, but it is interesting to see it attempted. Well, although it takes some time for an imitator to equal the imitated, imitation is on the whole, if directed to worthy examples, preferable to the opposite extreme of butting against the solid results of experience and trying to make something wholly new.

A GOOD EXAMPLE.

ONE thing may be said for the makers of the Columbia Bicycles. They have never pulled anyone else back in the business for the sake of trying to get ahead themselves. They have always gone straight forward, according to the best light they could get, doing the best they could with obtainable materials, improving wherever they could; and their factory is and always has been open to inspection by any rider or maker. I may be mistaken in this, but I think that they are and have been the only makers who really let anybody, riders of their own machines or others, go entirely through their factory and take pains to get them to do so. At any rate, when they extend invitations to visit their factory they take you cheerfully about and show you the processes and machinery; and nothing will more increase your respect for the bicycle, and its place among manufactures than a visit to their acres of shops and storerooms.

OPEN TO INSPECTION.

MEMORANDA.

PRAY don't lose the threads of this discourse; for instance, what has been intimated about advertising, and about some points in the history of the business, and about testing counterfeits (and, by the way, that "egregious error" does not disappear from this paper yet). Quidproquo is at 77 and 79 Franklin street, and his name has a meaning that will be told by and by. Incidentally, keep a note of the fact that the Pope Manufacturing Company has its principal stores at Boston, New York, Chicago and Hartford. Call and see them.

FOUNDED THE 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 4 APRIL, 1890.

Volume XX.
Number 23.



VERITAS.

CHICOPEE FALLS.

DEAR reader, have you noticed the style that has lately been set for outside pages for spring wear? We are rather sorry to see it ourselves, but of course we would better be out of the world than out of style, so we cheerfully assume the editorial duties thrust upon us, and will still be found here, always smiling.

READING MATTER.

READING matter, did you say? Oh, dear, no! This isn't reading matter, and doesn't pre-end to be. This space is *paid for* by the Overman Wheel Co., and these "editorials" are written right in their office.

YOU must excuse us if we seem to you dry and prosaic, but we have a real weakness for ancient history. Come with us for a few brief jaunts into the past—say fifty-two brief lessons in ancient history, and let this be lesson 1.

CHAPTER FIRST.

FIRST let us glance at the tubular rim. Rims made of weldless steel tubing were used as early as 1878 by the Coventry Machinists' Co., of England, the invention at that time being several years old. The device was first copied in this country in 1887, and was copied by the Overman Wheel Co., with some slight improvements in 1890 (See Victor catalogue, which will be found a valuable text book in connection with this line of study.)

IN spokes, the bright style of spangling or nickelling from the flange to the first crossing, is an English idea hardly worth the name of invention. It was first used by A. H. Andrews & Co. many years ago and has since been copied by many makers. First copied in this country about 1887, copied by the Overman Wheel Co. 1890. The Overman Wheel Co. made the first importation in in this line. The process of enameling was not used in America on cycles till the Victors set the fashion. It was very soon copied and has been continually copied since, a great many makers, the Overman Wheel Co. included, using it in both dull and bright finish.

ENAMEL FINISH

WE are sorry not to have a more interesting first chapter for this course, but we can promise you much that will be more exciting and entertaining in the subsequent chapters. Pray don't lose the threads.

MEAN WHILE

In the meantime, ride your Victor, secure in the knowledge that it's the best bicycle on earth.

JOHN P. LOVELL ARMS CO.,

BICYCLE CATALOG FREE

MAKERS OF THE

DIAMOND



$85.

SAFETY



STEEL TUBING, DROP FORGINGS and

BALL BEARINGS TO ALL PARTS.

147 Washington Street, BOSTON, MASS.

"DO YOU HAVE THAT TIRED FEELING?"

"GIVEN AWAY."

A BICYCLE FREE (a Hickory Bicycle at that.) We realize that there must be great advantages in the *guessing* system of advertising. The number of beans in a bottle. The quantity of money similarly contained. The number of seeds in a squash, etc., etc. Hence this

"UNPARALLELED OFFER."

To the person who shall, on or before March 4th, 1893, guess nearest to the number of wire spokes that will be knocked out between know and that date, we will present one of our 1893 *Hickory Safeties*, and with it a guarantee that the spokes will *not* become loose, that the wheels will *not* buckle, and that the tires *will* stay on.

NOT DEAD.

Well, we should say not. Read this from the editor of the *Wheelmen's Gazette:*

"Anti-vibration attachments seemed to be one of the important features of this year's Stanley Show, and on every hand the subject of vibration is receiving attention. This is being overcome in many ways, some makers supplying springs solely to the saddle; others, front fork, seat pillar, pedals, or tire, by means of the pneumatic tire, which is hollow and inflated with air, the same as a football. It seems to us that extremes in any one direction are injurious, and that if vibration was lessened to a moderate degree *all over* the wheel, the result would be more satisfactory."

When we consider that there is but one material of which wheels can be made to possess this desirable quality, and that that material is Hickory, and that we are *at present* (mind the "at present" part of it) the only manufacturer of Hickory Bicycles, it looks as if though Mr. Darrow meant us. If he didn't, his vision was truly prophetic. The following is verbatim, italics and all, from the catalogue of a builder of wire wheels: "Do not keep a bicycle in a damp place, remember it is made of *steel*, not wood, and steel *will rust*." This *is certainly* a good thing to remember. We were walking with a prominent wheelman in Boston recently, (*of course* he was prominent while we were walking with him), when we came upon a crowd gathered about a vehicle, one of whose hickory wheels had caught in a car track, and, without injury to itself, had broken the steel axle. We were endeavoring to impress the significance of that upon our friend, when the man who was making temporary repairs, broke the hickory handle of his steel hammer and we subsided. Removing similar factors from each side, does not alter the value of the quotient, however, and hammer handles can't be made of steel anyway. Why? Well look into it and see. Though the Hickory Bicycle is a decided novelty, it is based on some of the *oldest* principles. *Why have they lived to be old?* Ah, dear boy, that is the point, *why have they?* See Darwin's works.

"EXTRAORDINARY INDUCEMENT."

STERLING ELLIOTT, = Newton, Mass.

P. S. We are anxious to get rid of our new edition of catalogues.

Jersey-Fitting Supporter.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts tell us that it is the best and most satisfactory supporter made.

Let every Sportsman Try Them.

Price $1.00. Will send by mail on receipt of price. Send size of Waist and Hip.

Send Stamp for Catalogue.



FULL PANTS.
(Patented.)
828.
Heavy Rib.
Improved double seat, strap & pocket.

No. 884. Heavy Rib.





KNEE PANTS.
(Patented.)
810. Heavy Rib,
Improved double seat and pocket.

CAUTION We hold Letters Patent for improvement on Pants, Tights, Supporters, and Support Jacket, as represented in these cuts. Each garment is marked H. & C., Pat. Dec. 3d, '89, and we *caution* all dealers against selling any garments infringing on these patents. Garments *not bearing* our *patent* mark are *infringements*, and parties selling them will be held responsible to the extent of the law. HOLMES & CO.

Athletic and Gymnasium Garments Manufactured by

HOLMES & CO., 109 Kingston St., Boston.

SPECIAL.

All Advertisements in this Department 20 cents a line.
☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES,

The official design in solid gold. Prices, $2.50, $3.50, $5.00 and upward. Patented. Send for free Catalogue and address orders to

C. H. LAMSON,
177 Middle St., Portland, Me.

Send 25 cents and get one of the



New L. A. W. Lapel Buttons.

Made of rolled Silver Plate, oxydized. Very neat and serviceable.

N. H. GIBBS,
Box 632. PROVIDENCE, R. I.

FOR SALE—46-inch Columbia Bi., $25; 50-inch New Mail, ball, $45; 52-inch Victor, used but little, $55; 54 inch Premier, $25; Swift safety, never used, $115. EDW. P. BURNHAM, Newton, Mass.

ZOOK, LITITZ, PA., takes wheels in payment for books, stationery, type-writers, organs, buggies, cigars, steel engravings, printing, etc. Best party to buy any new wheel of, and has the choicest bargains in second-hand wheels. $250 Humber tandem, used 50 miles, $75, and 24 other surprising bargains. Write to him before you buy. An "Eagle," 52 wanted, also a "Hickory" and "Broncho."

FOR THE HOLIDAYS—Thirty-two styles writing Desks and Book Cases. Boy's Favorite and other bicycles. Tricycles for any cripple. Road Carts, $14.00, $15.00, and $16.00. Cutters, Home Trainers, etc. Send for circulars. M. A. WOODBURY, Bradford, Pa.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

FOR SALE—A Safety bicycle, never ridden. Price $2.50. An elegant filled gold miniature safety bicycle, worn as a watch charm; entirely new style, parts all movable; also Solid Gold "Ordinary" Badge, $1.75, or $4.00 for both. Samples to Bicycle Dealers. Sent postpaid on receipt of price. DURYEA JEWELRY CO., Wholesale Jewelers, 71 Nassau St., New York City.

$30 CASH, with order at once, buys 54-inch ball bearing bicycle, in good order, cost $135. CLINTON CYCLE CO., Clinton, Mass.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

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FOR SALE—50-inch Singer's English Challenge, nickeled spokes and trimmings; fine condition; ball bearings; $60 cash. H. B. BURNS, 58 Robert street, Pittsburg, Pa.

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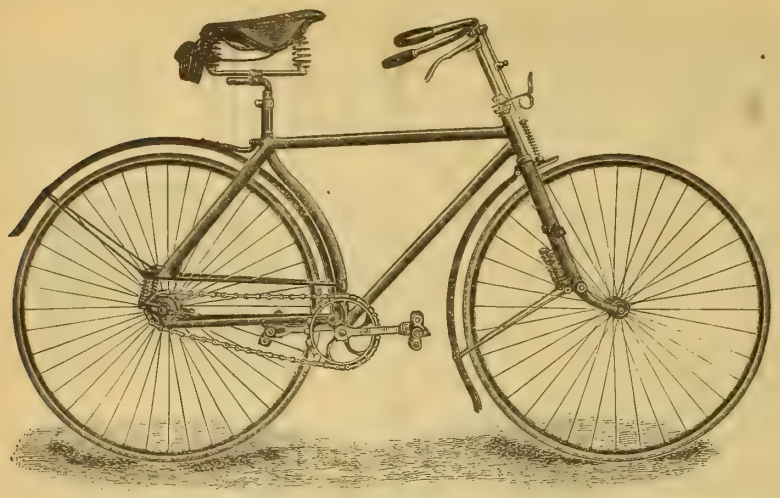
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DEVOTED TO THE INTERESTS OF CYCLING

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

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THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 4 APRIL, 1890.

OUR special edition, which we hoped to get out April 18, will be issued MAY 2D Advertisers please take notice of this change of date. For information and rates, address Neumann Bros., 118 West 19th street, New York City.

THE guardian of the night in olden times used to give forth the hour and announce to the sleepless, the weary watchers and the belated that "all was well," providing that such was the case. Imitating "ye ancient watchman," the editor of this paper takes pleasure in announcing to our readers that the glorious spring time is upon us, and that "all is well" in cycledom. Never before has a season opened so well and with such fair promise of being the most active and prosperous in the history of cycling in this country.

Until within a couple of weeks it did look as though the racing interests would suffer because of the threatened fight between the L. A. W. and the A. A U., but thanks to the wisdom, thought and level-headedness of the officials of both bodies, that complication has been avoided, and instead of being at sword's points the two leading amateur associations of the country are to be allies.

Now that this amicable arrangement has been arrived at between the L A. W. and the A. A. U., the feeling of uncertainty which held back many of our race promoting clubs from going ahead and fixing dates is removed, and a glance at the already large list of fixtures show that the year 1890 will be a great one in racing annals. Much, however, depends on the Divisions and the Districts assigned by the Racing Board, as to whether the interest in racing matters is to be doubled or not. Not a moment should be lost by the Division officers in taking action towards the formation of the Districts, as suggested by the Racing Board. Action in the matter should not be delayed, as the time is none too long.

We request Chief Consuls of all the Divisions to at once notify us as to the action taken by their Divisions on this matter, so that we may at once publish such action. So much for the racing outlook, now how about the trade? Judging from accounts from all points, the editor watchman can also reply "all's well!" The increase of the manufacturers and the importers does not in any way seem likely to over stock the market. From present prospects we think we can safely say that the business of those old in the trade in this country will exceed that of any previous year, and in fact their capacity for production will be strained to the very utmost to meet the demand. The new comers also report most favorable sales, and so, taking the trade as a whole we can take the most optimistic view as to the results of the coming season.

Yes, and "all's well" on the roads improvement question also. We, however, are scarcely so sanguine as to believe that in every case where roads improvement legislation is attempted, that it will be successful. We can state the following flattering facts: We are advancing; that agitation and education are fast bringing the public mind up to the plane needed for real action. In comparison with the condition of the public mind on this great question two years ago and now, the strides made forward are marvellous. We must bear in mind that a great deal more preparatory work is to be done before any very marked results will accrue, but if the future is to be gauged by the past, then in two years from now results will be piling up on us in a way to make the heart of the friend of roads improvement glow with joy and pride.

Is it "all well" with the League? We think so. Certainly the League has never crossed the threshold of a year with more flatter-promise. Harmony prevails, and with an energetic administration which is promised we shall expect to see the membership of the League equal anything expected by its most sanguine supporters.

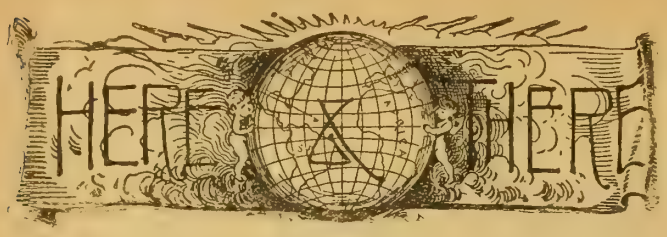
THE *Referee* is wrong in placing the power of raising funds for the purpose of defraying expenses of district racing men in the hands of the District Racing Board. The *only* way is for the Division Officers to vote that they will become active factors in the Racing Districts and pay their proper pro rata. It is then perhaps the time for the District Racing Board to step in and say what that pro rate shall be. True, the District Racing Board could appeal to the Division for money, but this aciion would have to be taken by the Division Officers before it was granted. That would be the backward way of going at it. The proper business way to do is for the Division voluntarily to take a position as being an active expense paying factor or not.

Let us be plain on one point — of course the refusal or failure to accept the scheme of the National Racing Board by a Division does not bar a League Member from such Division from participating in the District in which his Division is assigned, and if successful the National Race events. We have been struggling to find out the possible objections to the scheme of Division action as opposed by Mr. Miles and advanced by ourselves.

ADVICE IS WANTED.

Editor Bicycling World: There is a party of bicyclers with whom I am very intimate contemplating a trip from Philadelphia to Pittsburg in July. Most of us are limited to 15 days holiday, and I don't think the run would be enjoyable, as the roads appear to be very mountainous. They are all members of the L. A. W., and agree to be guided by what you say. Trusting that you will favor us with an opinion, I am, Yours truly, L. A. W. 26,376
Philadelphia.

[Pretty difficult for a man to give an opinion if he has never ridden over the route proposed. Wont some of our readers who are familiar with the route please give our correspondent points as to the difficulties and advantages of the roads between Philadelphia and Pittsburg?—ED]



BOSTON NOTES.

"TONEY."

At the opening of the riding season on Fast Day, Captain Cubberly issued a circular to the members of the Somerville Cycling Club, in which he asks the riding members to keep an accurate account of the distance ridden during the year, and bear in mind the fact that a prize, valued at $10, will be awarded to the member attending the most runs during the season. The pace on all club runs will not be faster than eight miles an hour, and he hopes that this fact will bring out a goodly number of riders, so that during the season the club can retain its reputation of being the leading club in the State in road affairs. In calling club runs he will not only suit himself, but will call any favorite run of the members The club recently adopted a signal code to be used while riding, and a bugle code to be used when dismounted.

A number of the members of the Dorchester Bicycle Club brought the winter season to a close by participating in the annual dinner of the organization at Hotel Thorndike last Saturday evening President Schellenbach occupied the seat of honor, and when the fumes of fragrant Havana arose from the throne of merriment called upon the several gentlemen for speeches.

A meeting of the bicycle owners of Quincy was held last Saturday evening, to take action looking towards a modification of the ordinance prohibiting bicycle riding on the sidewalks. A petition was drawn up requesting the City Council to so amend the order that bicycles can be ridden on sidewalks where by so doing they will not interfere with the public travel.

It is understood that Vice Consul Robinson proposes to get up a party of wheelmen to tour to the Niagara meet He is anxious to meet the other members of the Touring Committee, and if possible arrange for such a tour. If a party is made up it is quite likely that it will travel to New York by rail, and then tour from there to the falls. Two or three gentlemen have already signified their intention of participating in the tour if it is finally decided to have one, but it is rather early in the game to make any definite arrangements.

Representative Pillsbury has at last enticed Captain Peck to ride a safety, and that great advocate of the ordinary will give the little dogs another chance to bite his nice fat calves. Having been successful in changing the opinion of his Captain, Mr. Pillsbury has given up the idea of going with the Elwell tourists, and instead will tour to Niagara.

The annual meeting of the Massachusetts Bicycle Club was held at Young's Hotel, last Tuesday evening. There was a good percentage present. The annual report of the Secretary showed that there is about fifty members of the organization, and that it has a good financial backing. These officers were elected: Robert G. Amory, President; Charles C. Ryder, Secretary and Treasurer; A. D. Peck, Jr., Captain; and J. M. Sprague, Lieutenant. Then the gentlemen gathered around the festal board and discussed the times when they used to take a run "way round the reservoir and back."

NEW YORK.

"HAWKSHAW."

One grows poetic sometimes over the most prosaic of things. A wheel, a country road, and a pleasant day, would combined, make a poet of almost anyone did they but let their fancy take wing. Is not a road almost a symbol and image of a life of activity and variety? What pleasing ideas are connected in my mind with the capricious turns of many a one I have ridden over! With merely looking at the formal lines of a park, I feel wearied and overcome. Why should my wheel seek to roll upon its gravelled walks, which my eyes and thoughts can at once embrace, while the free road, which turns aside and is half hidden in the woods, invites me to follow its windings and penetrate its mysteries? And then it is the path of all human kind — it is the highway of the world. It belongs to no master, to close and open it at pleasure. It is not only the powerful and rich that are entitled to tread its flowery margins, and to breath its rich perfume. Every bird may build its nest amid its branches, every wanderer may repose his head upon its stones — nor wall nor paling shuts out his horizon. Heaven does not close before him; so far as his eye can reach the highway is a land of liberty. To the right, to the left, woods, fields, farms and cottages,— all have masters; but the road belongs to him to whom nothing else belongs, and how fondly therefore, does he love it. The meanest tramp prefers it to asylums, which, were they rich as palaces, would be but prisons to him. His dream, his hope, his passion, will ever be the highway and like him, as I ride along, a prayer rises from my heart in thanksgiving for the highway, the home, the happiness, and the one free spot for so many of God's children.

The cleanest city in the Western Hemisphere. Where is it, my readers? There is not one in a thousand of you knows which it is and how it has earned this complimentary title. It is Buenos Ayres, the metropolis of the Argentine Republic. The way its streets are kept clean presents a most effective and novel solution of two problems. When a citizen of Buenos Ayres feels that his patriotism demands that he does something for the benefit of his city, he goes off and gets drunk; this may seem rather a queer way of arriving at the result he aims at, but watch the sequel. Unless he gets safely home he gets arrested and locked up; so far his spree differs not from one in our own country, but here the change occurs. He is not fined, or kept loafing in a prison, for say ten days, but for just that length of time he is Siamesed, as it were, to a large iron ball by means of a heavy chain, and is set to cleaning the streets. The system is extremely effective — both ways. It keeps the streets clean and the cleaner sober, while the public spectacle of a man who has been drunk conveys a moral example. Unfortunately we can never hope to have this plan put in operation in New York, for to put even a drunkard to sweep such streets as ours, torn up as they are by all the various public companies that are allowed to play havoc with the roadway, would be nothing short of cruelty, too horrible for infliction upon even a drunkard.

A Montana youth, who had won his first bicycle race, has returned home and is narrating how he won his victory to the admiring family circle at the supper table. "Well, you see, dad, I just waited till it was my turn, and I passed the other fellers and won." "Waited till it was your turn passed, did you? Why didn't you stand pot, and raise 'em a stack of blues and keep up the honor of your family. I'm darned if I can see how you passed on your turn and scooped the pot besides," remarked the old man, who was evidently thinking of some other pastime than cycling

Perhaps in all the admirers that cycling has, there are none so true as the small boy who has been presented with his first "*real* bicycle" as he terms it. By the term "real bicycle," the boy means a juvenile reproduction of either a safety or an ordinary, with "real rubber tires and steel spokes." To him there remains nothing else in all the world to want for, and this new mount causes him to be envied by every other boy in the same neighborhood whose parents have not been so indulgent. A lady of my acquaintance, who with her husband has been my companion on many a pleasant ride, had long promised her eight-year-old son to give him a bicycle, but as the boy was delicate, she had refrained from doing so, until he had somewhat regained his usual health. The boy kept ever reminding her of the promise she never kept, until at last he seemed to despair of any favorable response to his prayers to his mother and in his childish faith and innocence determined to turn his endeavors elsewhere. It was night-time and in his snowy night-gown the little fellow upon his knees lifted up his innocent voice to Him who has said "Unless ye become as one of these, etc," his evening prayer he had somewhat altered for the occasion. It was as follows: "O, Lord, omit this day my daily bread and give me a safety bicycle instead." The listening mother heard and heeded, and to-day the boy has his wheel and his prayer is answered.

ST. LOUIS.

"LINNEUS."

The riding season opened up here in full blast the last two weeks. As usual, the Cycling Club was the first in the field, and rode to Clayton on March 16. Nearly every member of the club took part. The Missouris started the ball rolling March 20th with a run to Bartold's, but on reaching this point the run was continued to Clayton, where dinner was had. While dinner was being prepared the boys, upon the invitation of the editor of the Clayton *Argus*, visited the *Argus* office, and were shown through the establishment. Chief Consul Holm utilized the time in visiting the *Watchman* office, and had quite an extended interview with Editor Rauchenstein relative to the policy of his paper towards road improvement and cycling. The editor candidly admitted having written hard things about cycling in the past, but promised to refrain from doing so in the future unless circumstances justified it. As to road improvement he "was in for that first, last and all time,"

and held the last edition of his paper up as evidence- "You would be surprised," said he, "to know that next to the crops and stock farmers of St. Louis county think of nothing else."

Ex-Captain Charles L. Leisen, of the Pennsylvania Club, has been in town the past week, and through his quiet, unassuming manner, made many friends among the local riders He has shown himself to be a road rider par excellence.

W. P. Laing, assisted by John Sansom, of the Touring Committee, will have charge of the Division tour to Columbia, which will start from Louisiana July 1. The route will be via Bowling Green, Mexico and Stephen's Store to Columbia. The roads are described as good gravel to within a few miles of Mexico, thence good prairie to Stephen's Store, and from there as gravel to Columbia. They are all generally in fine condition during July.

The report of the St. Louis County Road Commissioner, Rapp, which has recently been filed with the County Court, contains some very interesting data. The total sum expended on the roads the past year was $86,730.15. He also throws hot shot at the farmer road overseer, and inasmuch as the county last year paid $5622 in salaries to such, he recommends that six road overseers be appointed, at a salary of $1000 per year, to act in their stead. This is a valuable suggestion, but it was hardly made when the Democratic paper threw cold water on to it, as being "a Republican scheme." The farmer road overseer will only work on the roads when his time and teams are not required on the farm. There are many o her reasons too, to show that he is not a fit person to do the work, and it remains to be seen what will become of the suggestion.

Kirkwood, our largest suburb, is negotiating a loan of $10,000, secured by 5-20 bonds bearing five per cent. interest, for the purpose of macadamizing her streets. At present the town can only boast of but two such, the balance of the streets, embracing an area of sixteen miles, are dirt roads, many of which are almost impassible at this time of the year.

After eight months of "Christian endeavor," Missouri has at last passed the high water mark, 367, and with the applications published this week the membership should reach 370. The officers of the Division wish very much to obtain 400 members by May 1, and with proper support should easily be able to gather them into the fold.

John S. Prince has leased the old exposition grounds at St. Joseph for a term of five years, and will convert them into a park for out-door summer and winter sports, as rapidly as the work can be done. Among the improvements to be added is a half-mile bicycle track, which will no doubt be a large factor in reviving the interest in the sport, which has languished the past year. As long as Jack will give square racing he will receive a liberal share of the public's patronage, and he has no doubt learned a valuable lesson in this respect at Omaha.

PORKOPOLIS NOTES.

"STAR."

Mr. Bennett's coasting contest set for March 30 was run according to programme. The winners of the different heats of the safety race were as follows: First, Jas. Schenck, of the Q. C. R.; second, Emil Gobrecht, of the "Porkopolis" Wheelmen; third and fourth C. N. Stix, of the A. C. C. The winners of the different heats of the race for ordinaries were as follows: First, Chas. Aszman, of the Crescent Wheelmen; second, R. C. Taylor, of the Kenton Wheel Club; third, "Teddy" Allsup, the champion of the Crescent Wheelmen; 4th and 5th, the renowned Dell Fuller, of the Crescents. The strong north wind which blew during the coasting contest was attributed by some to the Aquilo Cyclers.

Mr. J. E Poorman has secured the Walnut Hill's Odeon for Tuesdays and Fridays, and will use it as a ladies' riding school.

The Treasurer has the most thankless task allotted to an officer of a bicycle club. The dues in most of such organizations are kept down to a point where the revenue will but slightly exceed the running expenses. Consequently, if the dues are not paid promptly the Treasurer must pay the bills of the club out of his own pocket, for if he presses the delinquents there are certain to be some who will be highly affronted, as they think that they are such a credit and an honor to the club that the Treasurer should wait till it pleases their royal highnesses to liquidate their indebtedness. Now, if the landlord, the gas company and the janitor could also be prevailed on to wait that long everything might be lovely, but then they won't!

Chief Consul High has been wearing a very broad smile for the past few days. It is all owing to assurances from several parts of the State of large accessions to the League ranks within the next two weeks. If there is anything that he has particularly at heart, it is to turn over the Division to his successor with an immense membership. He is so persistent in his efforts that non-League wheelmen now dodge into stores or alleys whenever they see him approaching.

PARISIAN NOTES.

"PEDALS."

Wheelmen who were born in Boston, or any of our Northern cities, made a great mistake in not having been born in Paris. Here, cycling knows no period of winter slumber, but goes on the year round. By this I do not mean to say that December is as pleasant as June, for there are plenty of bad days and weeks with rain, wind and lack of sun. But the asphalt is never blockaded by snow drifts, nor do the great high roads suffer much from the bad weather. Every Sunday throughout the winter, cyclists have swarmed in the Bois de Boulogne, and these last few Sundays they might have been counted by hundreds. Strange to say, the safeties are nearly if not quite out-numbered by the tricycles in use in Paris. Be this as it may, the Frenchmen find it less difficult to take falls from their tricycles than the average American cyclist would from an ordinery. They rush along at a tremendous rate, come to a corner, try to navigate it at speed and over they go. Then they get up and—do it again!

The peculiar build of many of these French tricycles may account for the number of spills. The greater part are built with a thirty-inch steering, and with twenty or twenty-four inch driving wheels. The low rear axle necessitates a very long saddle pillar so that the saddle is far above the tops of the drivers. Thus, when going swiftly and jibing about as only they can do, the Parisian tricyclists easily lose their equilibrium and come to grief. Besides being dangerous these castor-wheeled tricycles vibrate awfully on rough going. The safety riders seem to get along better, and of them and their wheels much of interest might be said did space at present permit. There are many strong and fast riders among the Parisian wheelmen, but, alas, there are also many incompetent and careless ones. While the cabbies do all possible to make life miserable for cyclists and foot-passers, the cyclers are equally guilty against the general public. When a cab and a cycle are both approaching one, on the road, it is by far safest to ignore the cab and to carefully steer clear of the cyclist.

The members of the 1889 Elwell tour may perhaps be interested to learn that their friend, M. Medinger, has left Paris for the South of France. M. Medinger spent some time in England, and I think was at one of the Springfield tournaments about 1884 or 1885. He speaks English perfectly, and did much to make the Elwell party feel at home during their week here last June. When we started on our road to Geneva, he, together with his charming wife, accompanied us on a tandem safety all the forty-odd miles of our first day's ride to Fontainbleu. M. Medinger was at one time champion of France, and has won hundreds of races, while as for Madame, she has done century runs time and again. Cooper, and the others of us who had the dust up with the tandem-bike along the shady roads of the Forest of Fontainbleu, will not soon forget how M. and Mme. Medinger could go.

While the American press is doing good work in forwarding the movement for better roads, the French daily papers are only just beginning to notice cycling at all. Five years have increased the number of French cyclists from a mere handful to an estimated multitude of three hundred thousand. This fact is dawning upon Parisian journalists, as the following goes to show. Some three months ago the *Petit Journal* (circulation over one million daily), had a short article on the sport, in which the difference between a bicycle and a tricycle was considered worthy of explanation. The article was primeval in its ignorance of every-day cycling affairs. Well! a week ago the same *Petit Journal* devoted its front page to a four-column editorial on cycling, in which the editor strove in vain for words of sufficient praise for the sport. He acknowledged having always considered wheelmen as harmless crack brains until one day he was persuaded to mount a friend's wheel. Presto! in an instant he was converted, learned to ride a safety, bought one, rides it all the spare time he has, and counsels all his readers if they would be hearty, healthy and happy, to follow his example. The result of this altogether remarkable editorial was a deluge of letters for the writer and the establishing of a cycling column every Friday, giving the coming runs and fixtures for the week. The world moves in cycles, or one had better say *on* them.

The Parisian cycling world teems with topics of interest. Their cycles have many curious points of difference with American ones, while all around, throughout all France, lies outstretched thousands of miles of the most perfect roads, inviting one to leave the city and enjoy the wheelman's paradise. These topics, however, must wait other times and the connivance of the editor.

KENTUCKY.

"CONSULS."

THE legislative power in this State continues to ponder day and night over the adoption of laws to benefit the State at large, and seems to be entirely ignorant of the fact that fifty per cent. of the people for whose benefit this pondering is indulged in are at present imprisoned upon their farms, unable to reach a point where information concerning the happenings of the "outer world" can be obtained Thirty per cent. of the roads in this State are to-day impassable, consequently farmers are compelled to remain "housed up" until far into the beautiful spring, when the roads can be used, before they can be informed of the doings of this Legislature. When these now imprisoned farmers elected their Legislature it was with a kind of "where you lead I will follow" feeling. At present it would be a case of snow shoes on both sides if an attempt to perambulate over these roads be made. Why not give the "pathways civilization" some consideration in this pondering?

WHERE is Henry Wingate Sawyier, of Frankfort, Kentucky?

THE Louisville Club continues to have its enjoyable "smokers," etc. The members turn out "en masse" at these affairs, showing an appreciation due only to a club member and a "true cycler."

RICHMOND continnes to be heard from occasionally. A letter from H. P. Dearborn, Secretary of the Ruff Wheelmen, informs us that cyclers are becoming numerous, and that a "rousing good time" is promised the visiting wheelmen at the State meet July 8th. Maysville will be there and will be represented on the track by three men prepared for "the occasion." The entire membership of the "Aquilo Cyclers" of Covington will attend, and be substantially represented on the track. Lamb, Captain of the Louisville Club, claims his men will sweep everything in the shape of a race. This is probably a mistake.

WE are informed that the Commercial Club of Louisville is agitating the question of cleaner streets in that town. Keep it up, an abundance of room for improvement, and we sincerely hope a remedy for this great defect may be obtained before this question is "tabled."

PORKOPOLIS, "Star," of this paper, seems to take delight in criticising the actions lately taken by seven members of the Kenton Wheel Club, of Covington, Ky. The gay and festive "Star," by investigation and a little discretion used concerning this affair, would probably be convinced that he hardly knows of what he "spake."

ELEVEN cyclers, seven of them being ex-members of the Kenton Club of Covington, met the evening of March 19th, and organized a strictly League club, the "Aquilo Cyclers." Their intentions are to obtain through a wheel all pleasure possible to be devised therefrom. With eleven charter members and prospects most encouraging the "Aquilos" make a very favorable start. They have among their riders the best riders and most enthusiastic cyclers in the State.

NEW ORLEANS.

"NOKOMIS."

IT is probable that New Orleans will have two "meets" this year, as there will be an exertion made to get the Southern District Races of the L. A. W. run in this city, in May next and then again in next September, the usual annual race meet of the State Division will take place. At the former an admission will be charged the public, but the September meet will be complimentary. Efforts will be made to get all the fast riders in the South to participate in the May races, and if this will be possible the meet will be a huge success.

THE Louisiana Cycling Club had a hare and hound chase last week, some fifteen riders participating. The chase was a success, only the hares got away from the hounds and were never caught.

THE N. O. B. C. the same day had their second race for the Hill Cup which was won by Carey. The course was from Valence street to West End.

I note that the Chief Consul of Mississippi suggests New Orleans as a probable place for the next League Meet. Of course if New Orleans is selected, the boys here will do the "right thing", but a glance at the map of the United States will show that New Orleans is not accessible to the larger wheeling districts, and therefore the meet will not be as large as it ought to be in the matter of attendance, and then again the boys don't seem to be "stuck" on having a National Meet here. I would suggest Nashville, Louisville or probably Atlanta, as better places than New Orleans. Of course a League Meet in the extreme South would do untold good for the cause of cycling, but I think we had better wait a while before having it in New Orleans. We are just beginning to work on a fine system of roads, which when completed will compare favorably with any anywhere.

THE Southern Atlantic Club will have their annual open air contests in May, and I note with pleasure that one of the events is a Mile Bicycle Race. There is hardly anything gotten up in New Orleans now in the shape of outdoor amusements, that a bicycle race is not one of the principal events.

SYRACUSE.

"SALINA."

AT last one lady in Syracuse has found pluck enough to ride a bicycle. She is Mrs. George H. Harris, wife of a member of the Syracuse Cycling Club. While Mr. and Mrs. Harris were in Washington this winter, the latter secretly learned to ride and astonished her friends on returning home. Mrs. Harris has established the reputation of being the first lady cyclist in Syracuse. She should carry it farther and join the League.

VICE PRESIDENT W. A. Yale, of the Syracuse Cycling Club, celebrated the anniversary of his birthday recently, by serving a spread at Hall's.

THE Syracuse Cycling Club is the recipient of a beautiful and valuable sofa pillow, [some one take the hint and furnish the sofa.—ED.] as a starter towards furnishing the new club house, which will be ready for occupancy May 1st. The pillow is of orange and black satin, the club colors. The letters "S. C. C." and "L. A. W.," and the outlines of a bicycle were worked on it in the League color, purple. The gift was the compliments of Miss Anna Newman.

LUCIUS S. WILSON, ex-President of the Syracuse Cycling Club, has proven himself a driver in his new business. Mr. Wilson is a first-rate dialect imitator, and when selling tea and coffee to natives of the Emerald Isle, he puts on a genuine Irish brogue. He also has plenty of broad broken English to sling at German customers. White and Wilson's store was visited by a dozen bicyclists the other evening, who filed in and "lined up." Discovering a huge pile of tea chests on the sidewalk, the boys rushed out and each taking a chest carried it into the store, shouting "Six o'clock, time to close up!"

SAN FRANCISCO.

"S. F."

A GREAT deal of comment has recently been made by some of the cycling papers in reference to a letter which appeared in the *Morning Call*, advocating the formation of a separate league for California. The facts of the case are just these, that it is simply an aggravated case of soreheadism. The writer of the article referred to, in conjunction with two or three others, some year or so ago, assayed to elect one of their clique Chief Consul, but they failed woefully, and have ever since been trying to form a separate Division, in which, of course, they were to pose as the ruling spirits. In fact, we believe one of their number at that time went so far as to resign from the League. Outside of these few "kickers," I don't believe there is a more contented body in the League, for, as the *Referee* says, "Chief Consul Thompson is a hustler," and things are in a far more prosperous condition with us now than at any time since the organization of the California Division L. A. W.

WITHIN the last month Chief Consul Thompson has appointed over forty more Local Consuls, so that every town in California that can boast a League member has a Consul. An effort is also being made to make all the leading hotels throughout the State League hotels. It is proposed to keep a register at each of these, in which all touring wheelmen will be requested to note condition of roads traveled, and any general information that might be acceptable to riders. These registers will be opened only on presentation of League ticket.

W. M. MEEHER is still working on that road book, and expects to have it issued in conjunction with the Consul's hand book, which is to contain the names of all League hotels, Consuls, etc.

THE Bay City Wheelmen, we are informed, at the last regular meeting adopted a new constitution and a new set of By-laws, guaranteed to be "all wool and a yard wide," etc. They provide for all elections being held by printed ballot, so that at the next meeting the Chairman of the House and the Membership Committee (two offices brought into life by the new By-laws) will be elected in that manner.

THROUGH the efforts of one of the B. C. W's we expect shortly to have another bicycle track. This one will probably be a half-mile, and it is located in a sheltered valley in Golden Gate Park, just north of the new grounds of the Olympic club. The track will,



VIBRATION

is one of the ills that the average cycler falls heir to,

—AND—

ANTI-VIBRATORS

are what cycle makers have been striving to produce.

With what success, we leave the wheelmen to judge.

Now we have not tried to get up any patent, new fangled anti-vibrator for the Eagle.

WHY?

In the first place we don't need to.

In the second place—well, we think the first reason is good enough, and we will not give any other.

There is no vibration to the rider of the Eagle, that is, no more than there is to a man when he is walking or running

The Eagle is nothing more than a walking machine, on which the rider walks or runs on the pedals.

Now Nature has provided the man with a good set of anti-vibrators in the muscles of his legs and ankles, and as we don't pretend to improve on Nature, we have left well enough alone.

A little study of the construction of the Eagle will show that all the vibration to the rider is taken up by his legs and ankles, and a practical trial proves that the Eagle can be ridden on a rough road with more ease and smoothness than any other wheel.

The Eagle Bicycle Mfg. Co.,

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—OF—

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Doing the mile in 2 minutes 13 seconds on a

ROVER LIGHT ROADSTER,

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There are sprlngs and springs, good springs, bad springs, indifferent springs; springs properly placed and springs improperly placed. There is even a Spring in the seasons of the year. It is properly placed. Whether it has any vibration absorbing influences it matters little, as here we are dealing solely with vibrati n springs as applied to safety bicycles —the American Ramblers in particular.

We all know that there are some springs which are wors than none at all, others which jolt the feet off the pedals at every rough crossing, or else make one's ankles feel as if a mongrel case of St Vitus' dance and spinal meningetis was located there, while others are so complicated and so placed and so easy to get out of repair, as to nullify their usefulness. Vibration is the great bugaboo of the makers of safety bicycles, and they must needs employ some means to drive it away, hence it is very natural that makers of even the most complicated or improperly applied appliance should claim to have the "onliest and best." The sale of their wheels depends upon the extent to which they are able to hoodwink the public. But idle claims are dirt cheap. Claims susceptible of proof are what count, and when we claim that THE VIBRATION SPRING AND HINGED REAR FORK OF THE AMERICAN RAMBLER IS NOT ONLY PRACTICAL AND SIMPLE, BUT APPLIED AT THE PROPER POINT AND IN THE PROPER MANNER, that the claim is strictly correct, anyone who knows the least about cycle construction and the principles involved, and who is not a confirmed bigot or ignoramus, will testify. And even you, dear reader, knowing that three-fourths of one's weight is carried by the saddle, and that it is there that the vibration is greatest, can see that the vibration-absorbing appliance must be located at that point to be of any service. One example, recently quoted, will suffice. If the weight of the rider were represented by an unyielding mass, say of wood or iron, fixed to framework without an intermediate spring, and the machine impelled rapidly over rough surfaces, it would soon be shaken to pieces. Now imagine, if you can, a delicate human body taking the place of the wood or iron, and you can see what is the value of a properly applied spring, not only to the durability of the machine, but to the health and comfort of the rider as well. These are incontestible facts which speak for themselves even louder than the trumpeted claims of interested manufacturers, and when, as WE DO CLAIM AND GUARANTEE, THE AMERICAN RAMBLER TO BE EASIEST RUNNING, LIGHTEST RUNNING AND FARTHEST COASTING SAFETY MADE AT THIS TIME, we hope and believe that the public will see that it is a claim not idly made. The accompanying illustration will show "just how it works," and, as the rubber tire, which marked the first large stride in cycling, and which is for the same object, reduction of vibration, but which reduces but the smaller concussions, so do we think this anti-vibration appliance of ours, which neutralizes the larger ones, as great an advance in the cycle art as has been made in late years, and that the American cycles, to which it is applied, are surpassed by none in strength, elegance and ease, a belief which we have reason to know, is shared by thousands of riders.



GORMULLY & JEFFERY MFG. CO.,

CHICAGO. BOSTON.

of course, be open to all wheelmen (small boys excepted) and is to be built in the most approved manner, and to conform to the ideas of our leading racing men. Should this track be built we may expect to see all the Coast records entire, lowered, for while the Haight street track (4 lap) is very good, those corners are not very conducive to record breaking.

A GREAT gathering "o' the clans" will take place next week at Lake Honda, a few miles out of town, where one of the city clubs will entertain its friends from far and near, in a little picnic run and lunch.

HARTFORD.

"CLAYTON."

NEW HAVEN, we are with you. After the April meeting of our club (the Hartford) at which time the by-laws adopted at our March meeting will be ratified, we go into the League again, as a club, with over 100 active members; 1,200 L. A. W. members in Connecticut by September 1st or bust.

THE Columbia Cycle Club has grown the past winter to such an extent that they have been compelled to secure larger quarters and have been very fortunate in securing a very pretty suite of rooms in Batterson's block; this club has over eighty members

THE Charter Oaks have adopted a handsome gray uniform, and with over thirty members will make their first appearance about the 15th.

IN your issue of last week, "Elm City" gave a short account of the polo game between the New Havens and Hartfords, thus saving me from the painful duty. However, in his usual modest way, he refrained from saying much about the best part of the evening, as far as we were concerned. After the game (I am sorry to say that we were not in it), we were escorted to their commodious club house, where each one of us, separately, not "collectively," was placed under the care of about a dozen of their members, and those fellows did everlastingly hustle to give us a good time. It is needless to say that they succeeded admirably in their attempt to "restore our spirits", although they were not compelled to use any (?) in doing so. They know how to do it.

ALAS, poor ordinary — the youth safety is fast proving itself the inevitable in this vicinity; few headers will be taken this season except by the faithful few who still cling to their pride of former days.

NEW JERSEY NOTES.

"NITRAM."

THE second annual athletic exhibition of the Freehold Cyclers was held at Shinn's Hall, on Wednesday evening, March 26th, and surpassed even the most sanguine hopes of the members as regards the entertainment. The programme reflects much credit upon the committee, and embraced the pick of the home talent, together with some of the best athletic artists in the country. The entertainment started off with a grand drill by eight members of the club, followed by an exhibition on the flying trapeze by Mr. John Huntington. Mr. William Lake, a member of the club, gave a very creditable club swinging exercise. This was followed by an excellent exhibition of fancy riding by two of the members, Messrs. Jos. McDermott and John R. Parker. Messrs. Whittaker and Huntington, the French comiques, were very amusing in the delineation of their part of the programme. Messrs. Elmar and Gregory, the bar performers, seemed like two bundles of steel springs, as they bounded from bar to bar. Mr. A. A. Zimmerman, a member of the club, and Mr. Wm. Showles, formerly of Barnum's circus, with Messrs. Pitcher and Gregory, performed the jumping, high kicking and tumbling act. Mr. Robt. Whittaker, the balancing trapeze man, did some wonderful things in his line, and Mr. Harry Wentworth, the eccentric contortionist, amused the audience by the manner in which he twisted himself about. Mr. Dan J. Canary, the champion fancy rider, was the card of the evening. It is to be regretted that although the entertainment was first class the club only cleared expenses.

THE date and place of the next meeting of the committee in charge of the "Great Century New York to Philadelphia Run" have been changed to Monday evening, April 21st, at the club house of the Riverside Wheelmen. This run is already exciting considerable interest, and it really looks to me as though it will far surpass either of the previous ones. I am informed that it will not be practicable to hold the run in conjunction with the Pennsylvania Division meet, and the committee will in all probability decide that way.

AFTER about a year of retirement the Orange Wanderers are once more beginning to come forward, and the sentiment seems to be that their approaching tournament, to be held April 8th will be a financial success. They have lately added three ladies to their membership, and expect as many more in a short time.

Two new clubs have recently sprung up in Jersey City. They are the Palisade Wheelmen and the Rovers. The latter is composed of members of the Jersey City Athletic Club. Of course *the* club is the Hudson County Wheelmen, and they will undoubtedly remain the leaders of the wheeling fraternity in their city.

NIAGARA FALLS.

"KISME 7."

IN a recent number of the *Wheel* there appeared an article stating that the Niagara Falls Bicycle Club had succeeded in having a special ordinance passed by the village Board of Trustees, allowing cyclists the freedom of riding on all sidewalks within the village limits, and that pedestrians would be strictly prohibited from using them during the week the League meet is to be held. To say that this is one of the biggest untruths ever written, is putting it very mild, and I am very much surprised that Mr. Prial would print any such article. [The editor of our worthy contemporary is not to blame. If the statement as above was sent him by a reliable correspondent, he could not well refuse to print it as being a bit of reliable (?) news.—ED.] A compromise might easily be obtained, whereby the wheelman may be given the right to use the sidewalk, but to bounce the poor pedestrian into the gutter I will most emphatically protest.

THE final arrangements for the series of races between F. M. Brinker of Buffalo and W. F. Gassler has been made, and the first race will be run at Hamilton, May 24th, at which time the Hamilton Bi. Club hold a grand tournament; the second it is expected will occur on June 11th, in connection with the Sons of St George Annual Athletic field day exercises at Niagara Falls; the third (if necessary) will be run off at Buffalo on their "proposed" new track. Every indication points to a sure thing for Gassler, as it is thought he will be easier than Schaak.

THE Philadelphia *Enquirer* thinks the dates decided upon for the "Meet" too late in the month, and suggests that we change it to the middle of the month; a very good suggestion. 'Tis true that a great many more clerks and business men in general could get away better at that time, but we considered all of that beforehand, and we found that it would be utterly impossible to make the dates any earlier, as the District championship races are allowed until August 15th to be run off, and if some of the far western events did not come off before some time in August they would hardly be in any shape to come to the National Championship races but a few days after and be as they certainly could not be otherwise out of condition. Every side of the question was taken when we decided upon the date, and we tried to do justice to all, as it certainly made no difference to us.

IT is expected that one of the great Campbell-Lumsden races will be run at Niagara, and there is no apparent reason why this should not be a fact, as we have as fine a mile track as is in the country. It is on this track that Rowe and Windle and numerous other crack riders were in training, preparatory to their great races in Buffalo several years ago. We are quite confident here of Campbell's success, and the boys are betting ten to one on "Billie" winning the series.

CAPT. "CUPID" swooped down upon us for the third time this year and "Drew" away our genial friend D. D. Wood, who says he is tired of bachelor life and can not keep up with the "Kens" gang.

RUMOR has it that Barron Davis is next on the list.

WHAT's the matter with the 42d organizing an athletic club, and keeping in the procession with all other military companies; there certainly is good material in the company to warrant it; what think you of it, 42d?

NEWS AND COMMENT.

That splendid English eighty-eight-year old veteran, Maj. Knox-Holmes, met with a serious accident the other day, while riding a tandem with his little six-year-old granddaughter. He collided with a man who would not get out of the way, though it was impossible for the Major to pass. The tandem turned completely over and fell with the child underneath; she escaped with many cuts and bruises, but we are sorry to say that Major Holmes was so seriously injured that he had to be carried home and it is feared that serious and permanent injury has been done him.

THE Topeka, Kansas, cycling club gave a very pleasing stag party last Saturday evening at its rooms in the Knox building. The entertainment was a smoker and invitations were extended to a

large number of non-members. About sixty were present and a very enjoyable time was had. One of the features of the Topeka cycling club is the social character of the membership, it not being necessary that a person should ride a wheel in order to become a member.

SCAN the "Fixtures" printed in another column. We hope to see a complete list of the district fixtures printed therein before many weeks are past and gone.

BROCKTON, Mass., was at one time one of the most active cycling cities in the commonwealth. It produced some of the hardest road riders and some of the speediest track men. With the memory of the days of yore fresh in our mind, it therefore seems strange to read the following item taken from the *Brockton Gazette*: "There are more than 150 bicycles owned in Brockton, Mass., and the owners are seriously considering the subject of forming a club. The idea is certainly a most feasible one and considering the natural advantages offered by this city and the surrounding country, it could not but result in much pleasure for all members. There is hardly a city of Brockton's size where there is not a cyclers' club, and even here there are many members of the L. A. W."

THE Nashua (N. H.) Cycle Club wound up its course of winter assemblies last Tuesday evening. It was the most successful of the series.

"A NUMBER of Fremont (Ohio) young ladies are about to purchase safety bicycles. Bicycle riding for ladies is becoming quite a fad."—*Fremont News.*

IN Asbury Park, N. J., March 25th, Mr. Kilmer, contractor and builder; W. H. Stauffer, photographer, and J. Emery Barber, real estate dealer, were arrested for riding their bicycles on the sidewalk of the borough. They were fined $1 and costs each. The arrest has produced consternation among the bicycle riders of the place, among whom are ministers, doctors and leading business men. The streets are of sand, and riding is impossible except on the sidewalks. The arrests were made under a borough ordinance passed several years ago, but not heretofore enforced.

TOPEKA, Kansas, makes a bid to run the Fourth District races, comprising the States of Kansas, Nebraska, Minnesota, Wisconsin, Colorado, Iowa and North and South Dakota.

IN our issue of a week ago we printed a letter from a member of the K. C. Wheelmen of Brooklyn, N. Y., claiming originality in the use of the Australian ballot system on March 20th, in club election. This claim for being "the first" is disputed by the Newton, Mass., club, as the following letter from W. W. Stall, the secretary, will show: "To the Newton Club belongs the honor of first applying the Australian system to bicycle club voting. I enclose ballot dated March 11 to substantiate statement." [Since above item has been put in type we have a letter from Mr. Shriver claiming that the New York Club used the method last September.—ED.]

A correspondent signing himself "Reader," sends us the following: "Will you be kind enough to let me know what is the proper kind of oil to use in lamps. I find coal oil goes out and lard oil, on account of a crust forming on the wick in a short time, is not very good." [If Reader will hie him away to any of the local cycle dealers he will find that they sell specially prepared oil for the use of cyclers. Reader must however remember that lamps, oils, and wicks will not work unless *care* is taken of them.—Ed.]

THE question as to whether cycling is healthy seems to be a never ending and always interesting topic for discussion. Prof. Von Nussbaum, a German, writes a long letter in the affirmative, a short excerpt of which we give below: "The strengthening of the muscular system, which, as we know now, is the chief hearth for assimilation and the proper nourishment of the body, is the first effect achieved by bicycle riding. The increased activity of the muscles consumes the surplus fat, and the slight perspiration helps in this effort. The clearing of the heart and the large arteries from fatty substances is of incalculable value, because it facilitates the circulation of the blood. The fatty substances throughout the entire body are also consumed, which is an important factor, because, as said before, fat compresses the arteries and causes irregular distribution of the blood; this is but slightly noticed while the body is in repose, but the least exertion which fat people undergo causes them to have a red face, denoting congestion of the blood. Drowsiness, headache, even a predisposition for apoplexy, hemorrhoids are the order of the day. The use of the bicycle is of unspeakable benefit to those whose business or vocation yields them an insufficient amount of exercise."

"'SCHMIEDBARENGUSS' is a formidable word that threatens to come into our language as the name of a new composite metal of much promised importance. Practical processes for the production of aluminum as an available article of commerce are well understood to be among the most valuable of recent discoveries in metallurgy, and it is now announced by certain experimenters in Louisville that in combination with iron and copper it can be made into one of the strongest metallic compositions known to science. The resultant metal, it is said, has greater tensile strength than the finest steel and is so ductile, malleable and homogeneous that it can be cast in masses without a flaw and will outwear the best iron and steel in any of the uses to which these metals are put. The question of cost can hardly be said to be determined as yet, but it is not expected to be large. If all this is so—and public confidence in its truth will perhaps be strengthened by the organization of four large companies in Louisville to manufacture the metal—the discovery is one whose importance cannot be obscured by giving it so awkward and totally foreign a word as 'schmiedbarenguss.' If the new metal comes into general use, we may be sure that that appellation will not cling to it, however correctly formed and fundamentally descriptive it may be from the German point of view. An American discovery ought to have, and will take to itself, some simple English name.—*Providence Journal*

MR. WM. M. P. BOWEN, Chairman of the Division Board of Highway Improvements, has sent a circular to all the Town and City Council members asking them to define their position on the different bills for improvement of highways and regulation of wagon tires now before the Rhode Island Legislature, a condensed account of which we gave in a former issue. Seventeen leading questions are asked them and replies requested. We shall be curious to hear the result of the canvass.

* * * "WHEN cycling, the less fluid the better, and runs of many hours are practicable, even in the hottest weather, without indulging in any fluids. This I know from repeated experiments. The muscles speedily acquire a firmness and tone impossible when fluids are taken, while exertion becomes a positive delight." * * * —*Ex.*

MAINE members should remember the date of the Division's Spring Meeting at Lewiston, Maine, as being May 30th.

THE Bay State Bicycle Club of Worcester, Mass., has invited the Massachusetts Division of the L.A.W. to hold its spring meet there in connection with the field day that the club is to have May 30 at the fair grounds. The following program has been arranged: One mile novice, one mile safety, Worcester county two mile championship, mile walk, one mile open, one mile open safety, two mile team race, bean pot race, one mile safety handicap, one mile ordinary handicap, three mile lap race.

THE Manhattan Bicycle Club of New York will hold their second spring reception to members, their friends and ladies on next Friday evening, April 11, and on Wednesday evening, April 16, the newly elected officers wil give a stag reception to the members and their friends. The Manhattans continue to show unmistakable evidence of the sturdiest vitality and enterprise.

AN excellent track is being built at Kittanning, Pa., for cycle and foot races.

THE Pennsylvania Safety Bicycle and Manufacturing Company yesterday filed a statement in the Common Pleas in their suit against the Stow Flexible Shaft Company, Limited, to recover $15,000 for breach of contract. Under this contract the defendant agreed to manufacture for the plaintiffs safety bicycles under patents for improvements in bicycles which were owned by plaintiff. The latter complain that the defendants have failed to manufacture a good and saleable bicycle, and that the few offered by the defendants are unmarketable, by reason of improper and negligent manufacture and finish. They accordingly sue for loss of profits and expenses incurred.—*Ledger.*

D. M. and Walter Rogers of Woonsocket, R. I., are talking up a bicycle trip to California. They expect to start May 1, from Plymouth, and make the trip from ocean to ocean.

THE Columbia Bicycle Club, of Attleboro', Mass., held a special meeting last week. The committee which had been empowered to make arrangements for a concert to be held at some future date under the club auspices reported that the Ruggles Street Quartette had been engaged for April 23d. It was voted to extend an invitation to the North Attleboro' Whist Club to meet the Bicycle Club in a competitive pool tournament for a prize.

"YALE will send a strong delegation of bicyclists to contest in the intercollegiate games at the Berekley Oval. All the best wheeling talent in college is practicing daily for the competitions." What's the matter with accepting Harvard's challenge and meeting a Harvard team at New Haven, June 9?

CYCLERS of Poughkeepsie, N. Y., appear to be very much interested in the work on the roads this spring. Several have given their views about the proper methods to adopt to make good dirt roads, agreeing unanimously that the first thing is to scrape the mud off before the weather gets settled. The Hyde Park road and

South road are two highways in that vicinity that are in such miserable shape that work to improve them cannot begin any too soon

THE Roxbury (Mass.) Club tenders to Dr. W. H. Emery a complimentary dinner at Young's Hotel to-morrow, Saturday.

GENIAL Bob Garden of Chicago writes to a St. Louis paper: "In about two weeks work will be begun on our cycle race-track at the Cricket Grounds here. It will be 3 1-4 laps to the mile, and the very best that money and experience can purchase. The cost will be in the neighborhood of $2,500. Very probably we shall have a formal opening on July 4, at which time we shall have the State and likely some district championships, but there is no reason why we should have all the latter here, and if St. Louis is to have a tournament and should want some of the championships decided there very likely it could be arranged."

ARRANGEMENTS are being made by several members of the late bicycle club of St. Augustine, Florida, for two races on Ponce de Leon day. Fred Davis has the matter in charge and solicits entries from all over the State to a three mile race on safeties, also a three mile race on ordinary machines.

THE wheelmen of Mephis, Tennessee, will entertain the wheelmen of both Nashville and Clarksville in this city. Local bicyclers met last week Thursday to perfect arrangements for the reception.

THE Brownsville (Pa.) Cycle Club has decided to hold a race meeting at that place on the Fourth of July. There will be six or eight races on the programme and good prize inducements will be offered to competitors. The races will be conducted under the rules of the L. A. W.

THE last assembly of the season under the auspices of the Cambridgeport, Mass., Club was held last Wednesday evening in Armory Hall The club's gatherings this winter have been most enjoyable, and the closing one compared favorably with the others.

IN showing up the fallacy of false economy in the matter of roads improvement and the narrowness of opposing roads improvement measures, the Danielsonville, Ct., *Transcript* prints the following excellent fable: "There once lived in Pennywise an eccentric individual who was an enigma to the whole community. He had known freer, brighter days; at least, so the whispers said; but of late had turned quite a money maniac. Time wore on (it is not stated in the fable what time wore on this occasion, but it is presumed he was arrayed in the customary scythe and hour glass) and Mr. Thrift—Thrift was his name—didn't mellow with the wear. Oh! no. Thrift got more pinched and patched every year; and grew so crusty and crabbed he couldn't even agree with his own stomach and wardrobe. But time "kept comin' on." Each year he grew more thrifty. Each year the undertaker's interest in him was compounded. What cared he! Under the creaky floors went the gold! The bad boys broke his windows. Into the broken panes went the rags. They broke more! More rags! More gold buried in the cellar! More rags in the windows! And after a while old Thrift—mark you it was old Thrift now, alas—had to go to bed because he had crammed his last pair of trousers into the windows. And all alone there in the dark lay Thrift and convinced himself that it was more economical to stuff rags, than to enjoy the light, than to wear trousers, than to walk abroad; till one day Father *Tempus* arrived, turned the glass, swish went the scythe, and Thrift was buried! But what the fable don't disclose and what we want to know is if the next owner of the old battered Thrift house "kept a crammin'" breeches into the windows just because its former owner did?"

PENNSYLVANIA BICYCLE CLUB'S MUSICALE.

MANY and varied have been the social entertainments provided by the club this winter for the enjoyment of their members, but it was reserved for "Pennsy" to offer its delighted auditors a musical treat, whose recollections will linger long in the memory of those fortunate enough to be present.

The affair was purely a musical entertainment, and its conception and successful execution is due to Mr. J. L. Bretz, who was, for Friday evening at least, the entire Entertainment Committee, and while it was significant that the audience did not begin to equal in point of numbers some of those assembled on the "knock-out" nights, it was nevertheless one of the most refined and appreciative ever gathered in a Philadelphia club house. The several numbers were rendered by some of the best local talent, and while Mr. Bretz was rather chary with his encores, each one was greeted with deserved applause.

The programme was unique in design, and most excellent in its selection and rendition. "ARIEL."

THE ELWELL EUROPEAN TOUR.

In about two months Messrs. Elwell and Higgins will leave New York with another party for a tour of Continental Europe. That it will be a most enjoyable outing goes without saying. As will be seen by our advertising columns there are still a few vacancies, and those who have the tour in contemplation should notify Mr. Elwell as soon as possible, that he may be able to secure them steamer accomodation. The party is now composed of the following gentlemen: John Calvin Stevens, Henry Hart, F. A. Elwell, H. S. Higgins, Portland, Me.; J. E. Wilkinson, Baltimore, Md.; J. T. Robinson, Hyde Park, Mass.; T. C. Brinsmade, Cleveland, Ohio; Park Densmore, F. W. Bailey, G. I. Black, Erie, Pa.; A. E. Burress, Walnut, Ill.; H. O. Barth, Cincinnati, O.; Bert L. Lucas, Monmouth, Oregon; J. A. Drain, G. C. Eaton, Lincoln, Neb.; Chas. E. Pelton, Lowville, N. Y.; W. W. Dwelley, Whitinsville, Mass.; J. E. Gilbert, Mansfield, O.; Chas. T. Smith, Pomona, Ga.; J. T. Cox, Camden, N. J.

The party will use the safety bicycle, on which they will take an extra suit, underclothing and toilet articles. Their route, as has already been stated will be across Frace, stopping one week in Paris, Switzerland from end to end, that part of Germany that embraces the Black Forest and the Rhine valley, to Antwerp or Rotterdam, and then steamer to London.

This tour affords an unequalled opportunity of doing Europe awheel in a most pleasant party, under the guidance of veterans in the touring business. The hotels patronized are the best. All in all it is an ideal summer outing, and the opportunity for joining such a party should be taken advantage of by all who wish to see the Old World in this delightful way.

REUNION RUN OF MISSOURI CYCLISTS.

The season promises to be an exceedingly lively one and local riders are looking upon the date of the reunion of the cyclists of Quincy, Hannibal, St. Louis, Clarksville, and Louisiana, at Louisiana on May 3, with pleasurable anticipations. The tour will be under the auspices of the Missouri Division Touring Board and will be in no sense a club affair. The day will be spent in bowling over the fine gravel roads of Pike county to Bowling Green, Clarksville, via the famous Belt road, and in visiting the famous stock farm of A. Busch, Esq., located at Busch, ten miles above Lousiana. All League members of the cities named are invited to participate and it is thought that the crowd will be larger than ever before. Both Captains Jordan and Grath have agreed to call runs to this place on the date named. Those who participated in the meet in previous years, or in fact anybody who has ever spun over the fine gravel roads of Pike county or took in the awe inspiring coasts, will be sure to go up again. The fare from St. Louis is $2.50, for the round trip, or in parties of fifty or more $2.00, and in the latter event a special baggage car which will be side tracked at Louisiana, will be procured for the carriage of wheels. Intending participants should notify Geo. E. Tivy of the Touring Committee or Chief Consul Holm as soon as possible, so that the necessary accommodations can be arranged for. LINNEUS.

EASTERN "SAND" WANTED.

Editor Bicycling World: What is the matter with some more of the Eastern riders entering that 100-mile Crawfordsville road race May 17, seeing the Wilmington, Chicago team race has fallen through? By the way, we think there was considerable loss of *sand* somewhere; how about it *Bearings?*

Many of the Chicago riders have entered or are going to enter this 109-mile race. So far, all the Eastern riders we know of that will ride are Van Wagoner, Dampman and McDaniel. Now come up, Hall, Anthony, Beazley, Murphy, Doane, Banker, and some of you Eastern pedallers and let us see what we can do in the way of holding our own with the great and only West. Entry fee, $25.00, with Mr. Prial of the *Wheel.*

Of the entry fees 75 per cent goes for first prize, 15 per cent for second prize and 10 per cent for third prize. Same to be purchased by Mr. Prial. This will certainly be a great race, and if the roads are in good condition, as they are sure to be if weather is good, the 100-mile road record should go down a little.

Newport, R. I. EAGLE ROAD CLUB.

VAN WAGONER'S RIDE FROM BOSTON TO CHICAGO.

Editor Bicycling World: W. Van Wagoner will start on his trip from Boston to Chicago "awheel" about April 20th, weather permitting. Main points on route will be Boston, Fitchburg, North Adams, Albany, Buffalo, Detroit, Chicago.

He will be glad to have anyone along the route who wishes to do so, go along and show him the road and help him out in any way they can. He will average 100 miles per day, or better if possible, and we think it is possible.

If anyone can give us any information concerning roads between Albany, N. Y., and Chicago, and distances, etc., they will oblige both "Van" and us.

Unless otherwise notified the start will be from the Tremont House, Boston, at 12 noon, and finish as near 12 noon (ten days later) as possible. Yours, etc., "EAGLE ROAD CLUB."

Newport.

A CHALLENGE.

Editor Bicycling World: During last season I ran a bicycle race with C. B. Guilliotte, of New Orleans, La., for the five (5) mile Championship of the L. A. W. and defeated him; he then challenged me to run a five (5) mile race, which I accepted, and through an accident of my slipping the pedal of my machine, lost the race; however, I claim to be a faster rider than Mr. Guilliotte and think no more than fair that he should accommodate me to a series of races as follows:

I therefore challenge him to run me a one and three mile track race and a twenty-five mile road race, to be run in three successive days; best two out of three to be declared the winner. The race to take place at New Orleans or St. Louis, before June 15th. Value of prizes to be decided later. The loser to pay all training and travelling expenses. Very respectfully, FRANK MEHLIG.

St. Louis, March 20, 1890.

MISSOURI DIVISION MEET.

THE Missouri Division meeting, which will be held at Columbia on July 4 and 5 (not *June*, as your fixture column says), is booming, and the attendance promises to be very large. Chairman Douglas writes that they have already raised $150 for the event and have nearly as much more in sight, and that if lightning does not strike them they will have an eye opener in shape of a programme which will be far ahead of anything yet seen in that line. The programme for the races is being arranged, and will include four or five of the State championship events, for which costly gold medals will be given. The track is a half-mile one, and will be placed in the finest shape that money and experience can make. The committees having the matter in hand are: Arrangements—J. L. Douglas, Chairman; Rollins Hockaday, Secretary; H. C. Penn. Press—Walter Williams, Columbia, Chairman; H. C. Woodruff, Hannibal; T. H. McNeil, Kansas City; H. G. Wolzendorf, St. Louis. Racing—Geo. M. Wilder, St. Louis, Chairman; F. A. Scott, Moberly; Joe L. Douglas, Columbia. Transportation, W. M. Brewster, Chairman, St. Louis; W. J. Staples, Maryville; G. A. Graves, Joplin. Reception and Runs Committees to be appointed later. "LINNEUS."

WHAT TO WEAR.

PROF. Von Nussbaum, a very eminent German physician, is a strong advocate of the cycle as a means of health, in a long article on the advantages of cycling he says some most excellent things about dress which are worth reproducing." * * * "The clothing of the cyclist should be soft, warm, light and porous, so as not to hinder evaporation. The shirt should be long, so as to prevent its working up during riding; the sleeves should reach to the hand to protect the arms against sunburn. Wool mixed with cotton is the best material for the clothing of the cyclist. Pure wool is too warm, often irritates the skin, is hard to clean and thickens in washing. Linen is too cool. Wet undergarments should be promptly changed. Short tricot drawers are the most appropriate underwear. Trousers loosely knit of yarn are the best. They should go below the knee an inch or more and be fastened there and around the hips, which can be loosened during exercise. Suspenders are not elastic enough and prove harmful. The stockings should reach above the knee about the width of a hand and be fastened to the waistband in such a manner that they also can be loosened when required. Half shoes, with thick soles and low heels are the most appropriate. They should be laced, not buttoned, for buttons hurt. Those perspiring profusely at the feet can sprinkle salicylic powder between the toes and on the soles, which lessens the secretions in a harmless way and destroys the unpleasant odor. The outer clothing should be as comfortable as possible. Neck, arm-holes and chest-width must be loose. Tricot cloth is the best which can be lined with flannel for the winter. A mixed gray, color is better than either black or blue. The headgear should be of some light-colored stuff and very porous, admitting of free evaporation. During the summer months, when the sun burns quickly a piece of light stuff can be buttoned to the cap, so as to fall below the neck. Gloves should be worn to protect the hands against sunburn; they should be of cotton in the summer and wool in the winter. Waterproof cloaks of rubber are often used, but my advice is against them; they hinder evaporation and superinduce a sensation of uneasiness. It is much better to wear a small cape of rubber across the shoulders and a similar cover for the upper part of the thighs."

CYCLES FOR THE DAUGHTERS OF MEN.

BY FLORINE THAYER McCRAY.

I found the motions of treadling tired the muscles of the leg, particularly those known as the extensors. Beginning to ride slowly, I was frequently forced to stop by the aching in the calf of my leg and the same cramp much intensified, above the knee. "Oh, I cannot go another turn," I would cry to my teacher and stop, dismount and rub the knotting muscles until they began to behave again.

For the first few days I could hardly stand when I left the saddle because those unaccustomed legs would double under me when I tried to step. But it does no harm to tire your legs or any muscles that come into natural use in walking. Although I was conscious of no particular reason for it, the steering being manageable by a child, my arms ached at first, but I soon found it was the constrained position in which I held them while convulsively clutching the handles before I learned to be firm upon the treadles.

I mention these unimportant difficulties which assailed me as a beginner in order that no one feeling them during the first days of cycling may become discouraged thinking herself unfitted for the enjoyable use of the machine. Not only did all trouble disappear within two weeks, as I became confident and easy upon the machine, but I found myself greatly strengthened in walking and able to run briskly for an over prompt horse car without perceptibly quickened pulse or loss of breath. I did not, however, and never have, even after a hard ten mile ride, felt the least strain upon my back or the muscles of the abdominal region. A friend, a bright, young woman doctor who makes her own sex her especial care, came out one evening to try for herself the effect of the exercise. "Well, I am surprised!" she said as she left the machine, "I always supposed it was back aching work, but I do not feel it there in the least. But I have called out several new muscles in my legs," she added, rubbing them earnestly.

Let me testify emphatically from personal experience and that of many friends, that cycling does not tire any woman in a harmful way. On the contrary I have a friend, forbidden by her physician to walk, who, by his advice, rides her cycle with benefit.

The reason is obvious when one stops to think that the weight of the body is firmly supported by the saddle leaving the walking muscles free to act while the gentle trundling motions strengthens the flaccid or over-strained muscles of the body, by its delicate agitation sends the rich, warm blood into every tissue of the body.

Previous to my knowledge of the cycle, my only ill had been occasional spells of indigestion, which made life hideous, looking at it through a disorganized system, and a head whirling with vertigo, and blurring eyesight. I soon found, however, that a cycle was no friend to the notion that a stomach was not made to assimilate food. How things did digest! How ravenously hungry we returned from our rides! My companion suggested, as he took a piece of cold tongue and a fourth biscuit at supper one night, that while the cycle might be an economical steed as far as its own diet of a few drops of oil a month was concerned, it was really no more than fair to reckon against it the enormous consumption of food required for the keeping of its riders! But who ever complained of a good appetite except the beggar who had nothing with which to allay it? It is perhaps shocking to admit it, but one of the pleasures of wheeling is to feel that every turn of the treadles is removing any obstinate particles of dinner which may be clogging your digestive machinery, and that things are preparing pretty fast for the enjoyment of a hearty, zestful supper, without regard to the assimilating properties of each bit of food! It is no wonder that the system requires new fuel after a brisk ride for the combustion fanned by the rapid taking in of fresh air uses up a quantity of old matter. You *must* breathe deep and full. You can feel the distension of the very lowest cells in the tip of your lungs.

"Why, I breathe way down there," exclaimed a maiden new to the exercise. "I never knew my lungs were so long before!"

Of course the last statement implies loose clothing. I usually wear corsets I can turn around in Any woman not bound from head to foot in the vise like gear voluntarily assumed by ultra fashionables, can mount and ride a cycle with ease and proper appearance, but for several reasons it is well to have a riding dress which may be slipped on and off in a minute or two.

Few ladies drive or walk much in the gowns proper for social or

ceremonious occasions. Their seasons will also guide tricyclers.

There is the dust of the road, which however carefully brushed out, takes away one's respect for a garment worn to church or into friends' parlors. There is the liability to tearing, which follows the climbing a fence after some lovely hepaticas or sweet arbutus hidden under the cold wet leaves. There is sometimes a wetting, got in jumping an imperfctly calculated brook, there may be strings of maple syrup or drops of milk down the front breadth of your skirt, spilled while thanking the farmer's wife, talking to the family of country cats at your feet, and simultaneously keeping one eye on the machine which some curious youngsters are examining at the gate. While you can run out in a white dress and slippers, mount the machine and fly over to Anna's with the desired dispatch and no harm to the attire, when you wish to take solid comfort and go out for a three hour's jaunt anywhere the springtime birds and flowers tempt, it is a sensible thing to have jersey waists, hoopless skirts which may be very pretty with full ruffles around the bottom, draperies across the front and looped behind, a serviceable hat, tough gloves and thick, easy shoes.

ENGLAND AND THE CONTINENT AWHEEL.

(BY GEO. D. MITCHELL.)

(Continued.)

On the afternoon we left the Monastery of Einsiedeln we had a descent of 1500 feet before us before reaching Brunnen on Lake Lucerne, and I doubt whether there is another such a long and delightful coast anywhere. We rode sixteen kilometres, ten miles, in just thirty-three minutes, without ever touching a pedal, at the rate of eighteen miles an hour, with the mountain on one side and the little lake of Lowerz on the other, sparkling away down in the Goldar valley like an emerald in a ring, while on ahead loomed up the barren, abrupt rock of the Mythen, 5,000 feet in height, with small patches of Lake Lucerne further on and a horizon of mountains beyond. I have often thought when we have been coasting down these Swiss mountain roads at railroad speed, and sweeping around the sharp curves with a high precipice on one side, where a sudden swerve or some fault in the machine itself might be fatal, that it is trusting much to human nerves and frail machinery. Brunnen is a popular resort for tourists and one of the most attractive spots in Switzerland, lying on Lake Lucerne, in the shadow of the Mythen and in the midst of the beautiful scenes that Schiller has introduced the world too. From here we went to Gersau, once celebrated as being the smallest republic in the world, with only 1,000 inhabitants, by a fine road along the water's edge, cut partly in the rocks, which sometimes overhang, and led in places over viaducts of masonry with the Rigi towering up to a height of 4,500 feet on the right hand, and the clear green waters of Lucerne on the other "alluring to the bath." From Gersau we ferried across to the village of Beckenried where we hove to for the night. Our next objective point was Interlaken, and to reach it we had to make our way over the Brunig pass, which involved a steady climb of two hours, trundling our wheels. A cog-wheel railroad such as are common in the mountainous regions leads over the pass and as the train came along from Lucerne the passengers waved their handkerchiefs to us encouragingly as we plodded on toward the summit, but when we reached Brienz with ten miles of good road, along the lake of that name, between us and Interlaken, we determined to reach our destination before the passengers who had just boarded the boat for the same place. So we chose a steady twelve mile pace, which took us through the villages scattered along the winding shore, at a rate that brought every inhabitant into the street, and just as we suddenly rounded a turn we came upon one of the natives, carrying a bundle of firewood on his back, who dropped his burden in startled surprise, and took to his heels up the side hill as if the fiend were after him. We were in full view of the boat, and the passengers no doubt enjoyed seeing us hump ourselves to keep up, but a long down grade brought us into Interlaken fifteen minutes ahead of them, and we were taking it easy at our hotel when they arrived.

Interlaken is a charming place, filled with attractive shops, and shut in by snow-capped mountains, and it is the principal rendezvous in Switzerland for pedestrians and other tourists desirous of exploring the interesting Bernese Overland, the glaciers and various other attractions of the neighborhood. We made but one side trip, up the wild valley of the Lauterbrunnen from the head of which looks down the graceful Jungfrau, with her perennial mantle of snow. The same afternoon we retraced our way back to Brienz and rode on to Meiringen, where we spent the night at the Reichenback Hotel, within sound of the falls, for which we paid about two francs extra, and rather than stay to dinner and be forced to give up our Italian trip, we were up and away at an early hour next morning. It was now our purpose to traverse the glacier district and so reach the valley of the Rhone with our bicycles—a thing never accomplished before—without having to return by the roundabout route through Brunnen. We had decided to make the attempt by the bridle path leading up the Haslithal, which opens at Meiringen, and so on over the Grimsel, but an English gentleman who had just walked over assured us that the thing would be next to impossible, and upon hearing that the storm of the preceding night had left two feet of snow on the Grimsel, we concluded to try the long-disused route over the Susten pass, notwithstanding numerous attempts to dissuade us from it. We had over twenty-five miles ahead of us, over most of which we would have to drag our machines, and a climb of nearly 6,000 feet over an unfrequented mountain path, and though we realized it was no small undertaking, we decided to take the risk.

The construction of the Susten route has an interesting history; Napoleon held control of the Simplon route over the Alps, which he had constructed at enormous expense and began to impose oppressive tolls, which induced the Canton of Berne to construct this road over the Susten, in connection with the St. Gotthard route, in order to provide an additional outlet into Italy for their produce. The changes of the succeeding few years, however, caused the route to be abandoned, and it has been impassable for anything but foot passengers for many years. As an example of mountain road construction, however, an art of which the Swiss are undisputed masters, it is one of the most wonderful we have encountered. In several places it led up the face of an almost precipitous mountain by a series of a score or more of windings, while the milk-white waters of the Gadwen-Aare, from the glaciers above, foamed and roared at the bottom of a narrow gorge almost a thousand feet in depth, and as I saw the upheaved strata and the wonderfully profuse growth of beautiful wild flowers around me, I thought what an interesting field the Alpine region must be for the fortunate geologist or botanist who has an opportunity to enjoy its treasures. Some girls we met were bundled up in hoods and winter clothing, for as we ascended it began to get appreciably colder; we were gradually approaching the snow line, which had looked so deceptively near all the morning and was yet so far, and as we reached an elevation of about 5,000 feet we began to find small patches of snow that had escaped the sun's rays, and so had an opportunity to snow-ball each other on the 25th of August. In the lower valleys the grass and herbage, which the melting snows from above keep particularly tender, support numerous cows, but on the higher levels the festive and odoriferous goat seemed to be about the only surviving animal, and he came around us in numerous flocks every time we halted, with an evident disposition to eat the tires off our wheels.

(To be continued.)

THE POPE MFG. CO. RECEPTION.

Last Saturday evening the Pope Mfg. Co. gave to the cyclists of Boston and vicinity a rousing reception. In answer to some 2,000 invitations sent out from 1,200 to 1,500 responded in person, and notwithstanding the size of the salesrooms and offices on the three floors of the building occupied by this Company, the ability to contain all the jolly cylers were strained to the utmost.

Prior to the public reception the Company gave a dinner to the fifty office employees. Large tables were set on the third floor and a most excellent menu was discussed, after which Colonel Pope spoke a few words to his "guests." A quartette of gentlemen in the Company's employ gave some very fine selections and the rest of the time at the table was passed in a jolly and sociable manner.

At 7.30 the invited ones to the reception began to arrive and the spacious rooms were soon packed to their utmost capacity. On the third floor refreshments were served to all and cigars dispensed *ad lib.* It was a jolly crowd. Among those from out of town was noticed D. J. Post, Chief Consul of Connecticut and Mr. Belding of Hartford. A coterie of the old Massachusetts Club got together in one corner and had a good old-time reunion. On the ground floor music was furnished by Harry Daggett, Tom Henry and a a violinist, and most delightful music they gave.

The lucky participants will long remember the happy evening they spent enjoying the hospitalities of the Pope Mfg. Co.

TRADE NOTES.

In this week's advertisement of the Stover Bicycle Mfg. Co., a new cut will be shown of the Paragon, in which will be found a change in the curve of the steering post and handle bar. The clean appearance of the head will also be noticed from the fact that the brake rod has been removed from sight by means of what the Stover people call the centre brake. A close examination of the cut

will show the brake spoon just under the head and between the forks. A drop forge head is also used now on the Stover machines, and they claim this as a specialty.

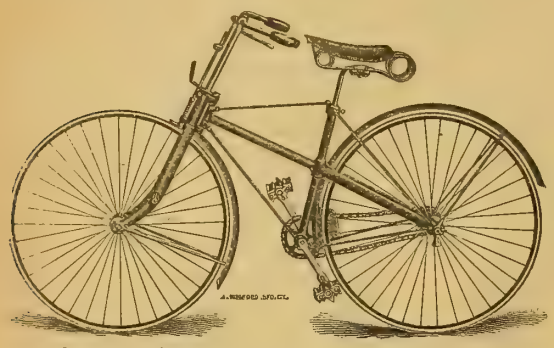
A SPECIAL to a Boston daily, says: "The bicycle factory of the Warwick Cycle Co. is to begin running nights next week, thereby doubling its producing capacity. The present force of men will be largely increased. A large amount of new machinery has recently been put in, and if the market continues to improve the company will erect a new factory of large dimensions within a year or so."

THE Coventry Machinists' Co. report that the demand for their Swift Safeties is unprecedented. Their Safeties range in price from $100.00 to $145.00. With their six different styles they mean to give their customers exactly what they want.

MESSRS. J. R. JUDD & Co. of 101-105 West 36th Street, New York, have lately embarked in the Cycle business on a large scale. They make the Swift Safeties and Club Bicycles their leader.

WE were favored with a call the other day from Mr. Lozier, of the firm of Lozier & Yost, of Toledo, Ohio, and also Mr. Moore, the superintendent of the factory. Messrs. Lozier and Moore gave the most encouraging reports as to the state of the business of this concern. Starting some few months ago with what they considered ample facilities for turning out 25 machines, they find that the demand has been so great that the output of 40 per day is not sufficient to fill the orders they are receiving. The mission of Messrs. Lozier and Moore east was to purchase automatic machinery, the best that can be purchased, so that the capacity of the factory will at once be put at 100 machines per day, i. e., 75 "Little Giant" machines, and 25 Men's and Ladies' machines. It is the intention of the company to produce a larger machine, built very much on the lines of their "Little Giant," which will be for the use of either ladies or men. The machine, of which we shall publish a cut and description in full later, we are told will be a ball bearing machine. Messrs. Lozier and Yost are to be congratuiated on the excellent success of their enterprise.

See page 540 for Trade Notes and Fixtures.



Ball Bearing All Around. Perfectly Interchangeable and Warranted.

Price $100.

It is now on the market, and speaks for itself.

Examine it, Compare it, Try it.

THE HARTFORD CYCLE CO., Hartford, Conn.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM,

For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



The "OTTO" Rubber Tires.

BICYCLES

All Wheels furnished with Tool Bag and Tools.

	Factory Price.	Our Price
52 in....	$60 00.....	$32 40
50 in....	55 00.....	29 70
48 in....	50 00.....	27 00
46 in....	45 00.....	24 30
44 in....	40 00.....	21 60
42 in....	35 00.....	18 90



SAFETY BICYCLES

SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with Parallel Bearings...	$25 00
Large Boys' 24in., with Brake and Mud Guards.....	35 00
Ladies' or Men's 30 in., Ball Bearings to both wheels,	75 00
Ladies' or Men's 30 in., Ball Bearings ALL OVER ...	90 00

ST. LOUIS, MO. E. C. MEACHAM ARMS CO.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

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DR. W. H. EMERY,
109 Warwick street, Roxbury, Mass.

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313 W. 58th street, New York City.

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

COMMITTEE APPOINTMENTS.

Mr. Abbot Bassett, Secretary-Editor L. A. W.:

Dear Sir—You are hereby authorized to publish in the Official Bulletin the accompanying list of appointments upon the various committees of the League of American Wheelmen, for the current fiscal year. Additional appointments will be announced at an early date. Yours truly, JAMES R. DUNN,
New York, March 11, 1890. President L. A. W.

Appointments.

Membership Committee.

Sanford Lawton.....Springfield Mass.
George C. Pennell.....Elizabeth, N. J.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Samuel A. Boyle, Esq.....Philadelphia, Pa.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq.....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.

Transportation Committee.

W. M. Brewster.....309 Olive St., St. Louis, Mo.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No 7th St., Philadelphia, Pa.

Hotel Committee.

George S. Atwater, 1230 Penn. Ave., Washington, D C
H. H. Hodgson. .13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

ANNUAL DUES.

Article III, section 5 of the Constitution provides that "Each Division and sub-Division must, on or before the first day of April, file in the office of the Secretary of the L. A.

W. a certificate stating the amount fixed as its annual dues, and in default thereof the amount shall be fixed by the Executive Committee of the League."

Special attention was called to this section in BULLETIN of January 31, last, and Secretaries were requested to file certificates.

The following Divisions have notified the Secetary that their dues will be $1.00:

California, Connecticut, Massachusetts, New Jersey, Tennessee, Wisconsin.

The following Divisions have filed in the office of the Secretary certified copies of their rules as required by the Constitution, and all these provide that the dues shall be $1.00. It may be inferred therefore, in the absence of a notice, that the dues of the following Divisions will be $1.00 the coming year:

Illinois, Michigan, New York, Ohio, Pennsylvania, Rhode Island.

The following Divisions have neither filed their rules with the Secretary nor certified to him the amount of their annual dues, and the Executive Committee will fix the same:

Colorado, Delaware, District of Columbia, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Minnesota, Missouri, Nebraska, New Hampshire, Texas, Vermont, Virginia, West Virginia.

ABBOT BASSETT, Sec.

President Dunn.

The address of President Dunn will be, until further notice, James R. Dunn, Esq., Room 69, No. 40 Wall street, New York. ABBOT BASSETT, Sec.

Racing Board.

I take much pleasure in announcing the appointment of Mr. George D. Gideon, No. 17 North 7th street, Philadelphia, Pa., as a member of the Racing Board.

Yours very truly, JAMES R. DUNN,
President L. A. W.

Ohio.

Additional Hotel.

Lewisburg, Preble County, Eagle House, $1.00; to L. A. W. $1.00, meals 20 cents.

Additional Local Consul.

Uhricsville, Tuscarawas County, H. S. Francis.

WILLIAM D. KEMPTON,
Sec.-Treas. Ohio Div. L. A. W. Cincinnati, O.

Reinstatement.

By unanimous vote of the Racing Board Will C. Palmer of New Haven, Conn., has been reinstated as an amateur. CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Michigan.

I have made the following appointment of League Hotels and Repair Shops:

HOTEL LIST NO. 8.

Grand Haven, Kirby House, regular rate $2.00; L. A. W., $1.50.

Three Rivers, Three Rivers, regular rate $2.00; L. A. W., 25 per cent.

Ypsilanti, Hawkins, regular rate $2.00; L. A. W., $1.50.

Benton Harbor, Higbee, regular rate $2.00; L. A. W., $1.50.

St. Joseph, Lakeview, regular rate $2.00; L. A. W., $1.50.

REPAIR SHOP LIST NO. 7.

Battle Creek, E. C. Adams, Zuny Block.

Union City, Mr. Green.

Ypsilanti, Wm. Judd, 11 W shington street.

Yours fraternally, A. B. RICHMOND,
Chief Consul.

Pennsylvania Division.

The associated cycling clubs of Philadelphia have invited the Division to hold its next meet in Philadelphia, on the 27th and 28th of June next, I hereby announce to the Division that I have accepted the invitation, and that the meet will be held at the time and place named.

Special arrangements will be made for transportation, and the races and other features call for a large attendance. Further particulars will be given later.

SAMUEL A. BOYLE, Chief Consul.

Illinois Division.

F. B. Stumpf is appointed Local Consul of Eureka, J. S. Davis resigned.

F. L. Herrling is appointed Local Consul for Bensenville.

Hotels.

Bensenville, Koch's Hotel, regular rate $1.00; L. A. W. rate 80 cents.

Chenoa, Leedom House rate $1.25, meals 40 cents; regular rate $1 50, meals 50 cents.

Wheeling, Union House, rate $1.00, meals 35 cents.

W. A. DAVIS, Chief Consul.

Michigan.

Meeting of Board of Officers, Michigan Division, L. A. W.

Meeting called to order by Chief Consul Richmond, at 8 45 P. M., at Sweet's Hotel, City of Grand Rapids.

Members present: Chief Consul A. B. Richmond; Representatives J. Elmer Pratt, W. S. Turner, Junius E. Beal and W. E. Metzger; Secretary-Treasurer C. A. Conover, and C. W. Jones, Chairman of Rules and Regulations Committee.

Minutes of last annual meeting of Board of Officers and Division Meet, at Ypsilanti, were read and approved.

The Chief Consul made a verbal report, stating that all official acts had been published in the BULLETIN from time to time.

Reported the appointment of C. A. Palmer, of Manistee, as a Representative on the Board.

The Chief Consul also reported that he had collected a great many reports on new routes for the new road book, and that the matter was all ready for compiling, and he could proceed at once with that, and have same ready for publication soon. Report accepted.

The Secretary-Treasurer reported as follows:

Cash on hand at last meeting	$164.23
Received from Abbot Bassett, Secretary	187.00
Total	$451 23
Paid out for accounts, as per vouchers	71.70
Balance on hand	$379.53

Report accepted.

C. W. Jones, Chairman of Rules and Regulations Committee, then submitted the Constitution and By-Laws.

On motion of Mr. Beal the report of the committee was accepted, and the Constitution and By Laws were adopted for the government of the Division.

On motion of Mr. Pratt, the Chief Consul was instructed to have 1000 road books published for distribution to all members of the Division who renew the coming year, also to all new members.

The matter of League hotel certificate and application forms, were then discussed by the Board, and the Secretary-Treasurer was instructed to procure same and send them out soon as possible.

On motion of Mr. Beal, the Chief Consul was authorized to compile and have published 2000 hand books containing the League and Division Constitutions and By-Laws, laws of cycling, hotels, Consuls, and such other matter as he might deem proper.

No requests for the Division meet being before the Board at this meeting, the Executive Committee were instructed to decide the date and place for next meeting and give proper notice of same in the BULLETIN

On motion of Mr. Beal, Mr. J. H. Johnson, of Detroit, was unanimously elected a member of the Executive and Finance Committee.

On motion adjourned.

After adjournment, members repaired to the parlors of the Grand Rapids Bicycle Club, where they were entertained in a royal manner peculiar to said club.

C. A. CONOVER, Secretary-Treasurer.

Rhode Island Consul.

No. 22—W. O. Donnell, P. O. Box 145, Natick.

CHAS. S. DAVOL,
Rhode Island Chief Consul.

400—Missouri Division—400.

To consuls and members:

Right at the opening of the cycling season it may be perfectly in keeping with the season to say that the cause owes as much to individual as to collective effort. I would therefore very much like to see each member of our Division make a resolve right at the beginning of the riding season to obtain us at least one new member before April 30th, and as many thereafter as possible. Our present membership has now passed the highest point ever reached and is now 370. This much has been accomplished by the untiring efforts of a few officers of this Division, but we should not rest here as the membership is still not what it could be, provided a united effort was made to gain recruits. By working together we can easily pass the 400 mark before May 1st, and as we now have good hard workers in large cycling centres, such as Joplin, Hannibal, Kansas City and St. Louis, the figures 400 should be left far in the background. Our road book will be out in the early part of May, and you will be surprised at its completeness. This, taken in connection with the defeat of the Warner bill, should be used as an argument in obtaining new members. The Division meeting at Columbia this year will be the finest one yet held, and only League members will be entitled to take part in the special features of the programme. The Road Improvement Committee is doing yeoman service, but are sorely handicapped by our lack of members. We intend to push legislation on this subject the coming year, and if we are to be successful we must have at least 500 members. With all these advantages put in a clear light to the non-members they will be sure to join us, provided you make it your business to ask them.

Fraternally yours, ROBT. HOLM,
Chief Consul.

Missouri Division Tour.

To members:

The annual tour of this Division from Clarksville to Columbia will start from the Carroll House at Clarksville on July 1st, at eight A. M. sharp, and will reach Columbia in time for the State meet. W. P. Laing is hereby appointed marshall of the tour and will have full charge of same. Full particulars can be learned by addressing him at No. 1724 Olive street and will be published later. The number will be limited, and intending participants should therefore notify the marshall at once. Fraternally yours,

ROBT. HOLM, Chief Consul.

Proceedings of Semi-annual Meeting of the Board of Officers, New York State Division, L. A. W

At Grand Union Hotel, New York City, Feb. 15, 1890.

Chief Consul Bull in the chair; Mr. Geo. M. Nisbett, Secretary.

Meeting called to order at 3.30 P. M.

The Secretary-Treasurer called the roll, and the following members of the Board were recorded as being present in person:

W. S. Bull, Chief Consul; G. M. Nisbett, Secretary-Treasurer. Representatives—W. H. DeGraaf, J. L. Miller, J. A. Clairmonte, F. P. Prial, C. C. Aiken, C. W. Wood, C. F. Cossum, W. S. Jenkins.

Club Representatives—E. L. Heydecker, L. H. Johnson, R. G. Betts, C. A. Sheehan, W. L. Beck, H. W. McBean, R. C. Chapin.

By proxy Representatives—J. C. Gulick, H. Gallien, H. W. Arnold, W. G. Shaak, Robt. Thomson, G. E. Blackham.

Club Representatives—C. W. Adams, G. H. Courter, F. C. Bird, E. B. Penn, E. L. Lancaster, W. E. Findley, E. E. Bogart.

Also present Mr. Geo. R. Bidwell, ex-Chief Consul; Mr. E. J. Shriver, Chairman Rules and Regulations Committee, and Mr. I. B. Potter, Chairman Improvement of Highways Committee, by courtesy.

Mr. W. S. Jenkins—I desire to make a motion before proceeding further with the business of this Board. As will be observed by the proposed amendments to the By-laws appearing in the BULLETIN of a recent date, an amendment to the By-laws is to be presented to this meeting permitting Chairman of Standing Committees of the Division, not otherwise members of the Board, to be present and take part in the deliberations of the Board, but not to vote upon questions coming up. I desire to move—anticipating the action of the Board upon this question, and following out the line for this meeting suggested by the proposed amendments—that we extend to the Chairmen of Standing Committees who may not be members of the Board, the privilege of attending and taking part in the deliberations and discussions of questions coming before this Board, but not to vote. I would also include in my motion, if it be proper, to extend the same courtesies to ex-Chief Consul Bidwell, whom I see present here. I include that in my motion unless the Board prefer to have it in a separate motion. Motion carried.

The reading of the minutes of the previous meeting was dispensed with.

Mr. C. W. Wood in the chair.

Mr. Wood—We will listen to the report of the Chief Consul.

Chief Consul Bull—To the Board of Officers, New York State Division, L. A. W.: It is expected of the Chief Consul to report at the semi annual meetings of this Board the progress that has been accomplished in the work of the Division, and to make such

recommendations as he shall consider proper. The six months that have intervened since my annual report have been quite an eventful period in the history of the Division, and I shall endeavor to be as brief as is consistent with that fact, in presenting to you this report of its work.

As all who were present at the annual meet of the Division, in September last, are aware, that meet and the meeting of the Board was, barring a few slight disappointments, caused principally by the unfavorable weather, one of the most successful in our history. There are some matters connected with the business of the meet that have not yet been closed up, so I am not able to give a full report as to that matter, but it is expected that we shall soon be in a position to determine whether the treasury of the Division is the gainer from the meet. I can, however, assure the Board that there is no financial loss. Mr. DeGraaf, Treasurer of the committee having the management of the meet in charge, presents a report showing up to the present time a small balance of cash in his hands.

Through some oversight, the Board failed to elect at the annual meeting a third member of the Executive Committee. Upon discovering this fact I at once sent to the individual members of the Board the following circular letter, which is self-explanatory:

"Through an oversight the Division Board of Officers failed to elect a third member of the Executive and Finance Committee, as provided by Sub division 1, Section 1, of Article VI., of the Division By Laws, at its last meeting in New York. These By-Laws are silent as to the time when such election shall be held, merely providing that such member shall be elected by the Board.

Under these circumstances the question arises as to what course shall be pursued. We can either let the matter stand over until the February meeting, in which case Dr. George E. Blackham, the present incumbent, will hold over, or we can take a mail vote.

I would like you to advise me at once as to which course you would prefer to be taken. As soon as I shall have received replies from the various members of the Board, I will decide upon the matter in accordance with the views of the majority.

Yours fraternally, W. S. BULL,
Chief Consul."

Pursuant to the request contained in that letter, replies were received from fifteen members of the Board, with the following result:

In favor of Dr. George E. Blackham holding over—M. L. Bridgman, W. H. DeGraaf, John C. Gulick, James L. Miller, F. P. Prial, Henry Gallien, Charles W. Wood, H. W. Arnold, Charles F. Cossum, W. S. Jenkins, Robert Thomson, E. L. Heydecker, J. C. McClelland—13

In favor of taking a mail vote—Charles A. Sheehan, C. C. Alden—2.

Accordingly Dr. George E. Blackham has continued up to this time to hold the office of third member of the Executive Committee. I see no reason why the Board should not, under the circumstances, hold the election at this meeting, if it shall so determine, and I think that would be the proper course to pursue.

Soon after the September meeting of the Board my attention was called to a discrepancy between the National Constitution and By-Laws and the State Division By Laws, as to who shall constitute the Division Board of Officers. The Division By-Laws provide that Chairmen of standing committees, if not members of that body during term of office. (Section 2, Article VI.) This provision is precisely similar to that of Section 3, Article VI., of the L. A. W. Constitution providing for the National Assembly. It was the evident intention of the revisers of the L. A. W. Constitution and Division By-Laws that the two should not conflict, and indeed the same reason which would make it advisable that the National Assembly should have the benefit of the counsel and assistance of the Chairmen of its standing committees, would seem to apply with equal force to the Chairmen of the Division standing committees, but it seems that the gentlemen who revised the Division By-Laws to harmonize with the L. A. W. Constitution adopted at Baltimore, in June, 1888, overlooked Section 2, Article IV., of the L. A. W. Constituion, which, in providing who shall constitute the Division Board of Officers, makes no mention of the Chairmen of standing committees. By Section 3, Article IV., State Divisions are prohibited from adopting By-Laws inconsistent with the L. A. W. Constitution or By-Laws. The first intimation I received of the above discrepancy was by a letter received from Mr. Chas. H. Luscomb, President of the L. A. W., calling my attention to the fact that at the September meeting of the Board, as he had been informed Chairman of standing committees were present and voting, and also stating that such action was contrary to the provisions of the L. A. W. Constitution and By-Laws, and might invalidate the action of the Board taken at that meeting, and suggesting that I take such action as seemed proper under the circumstances. The question as to the legality of the action of the Board raised by the President being a legal one, I decided before replying to the President's letter to refer the matter to Mr. W. S. Jenkins Chairman of the Rights and Privileges Committee and Division Counsel for his opinion. The further fact appeared that assuming the fact to have been that Chairmen of Standing Committees were present and voting, as stated by Mr. Luscumb, no question of their right to do so was raised at the time. I was assured by Mr. Jenkins that under the circumstances there could be no question of the legality of the action of the Board, in his opinion, and then I so advised President Luscomb. At the same time, I suggested the advisability of permitting such action on the part of Divisions, and that he take steps to have the L. A. W. Constitution so amended as to provide for that. I also requested him to suggest any course which he thought proper under the circumstances. Since that time, however, I have received no further communication from the President upon this subject. By reason of this discrepancy between the Division and League Constitution By-laws, it is very unfortunate that such a mistake as failing to include Chairmen of Standing Committees in the list of those entitled to a seat and vote in the Division Board of Officers should have occurred, for the Board should surely be enabled to avail itself of the advice and the votes of such men as Mr. Potter, Chairman of the Improvement of Highways Committee; Mr. Barkman, Chairman of the Road Book Committee; and Mr. Shriver, Chairman of the Rules and Regulations Committee. By the adoption of an amendment to the By laws, which will be presented for your consideration, we shall be able to avail ourselves of their advice and counsel, but notwithstanding the fact that they do a large portion of the work of the Division, the Chairmen of the Standing Committee will be without a vote in the deliberations of the Board.

By letters of date of October 17th and 18th, 1889, I requested Dr. George E. Blackham of the Executive Committee, to prepare a system of vouchers and quarterly reports which would show in a brief form exactly what the money of the Division was being expended for, and the exact financial condition of the Division. In those letters I explained to him that I had not published the report of the Secretary-Treasurer presented at the September meeting, in full, for the reason that it was not sufficiently in detail. I further stated that I was of the opinion that a detailed report should be presented by the Treasurer of the annual and semi-annual meetings of this Board, which reports should be published for the benefit and information of the membership at large. I made these statements to him for the purpose of aiding him to prepare a system of vouchers and reports which should readily present at a glance the information intended to be given, and in accordance with my ideas upon the subject. In response to my request Dr. Blackham prepared and sent to me October 24th, a set of vouchers and forms for quarterly reports, which seemed to me to answer very fully the requirements, and it was my opinion that if they were adopted they would put the membership in possession of full information from time to time as to the exact financial condition of the Division, and enable them to see at a glance just how, and for what purposes the money of the Division had been expended. I immediately forwarded the papers to Mr. Bridgman, asking him to consult with the Secretary-Treasurer, incorporate any improvement they might think necessary, and get the system into working order as early as possible. On November 7th, in reply to an enquiry from me, Mr. Nisbett informed me that he had seen nothing of the proposed forms, and my letter was the first intimation to him of any such thing. I was unable to learn anything further in regard to this matter from the Vice Consul until January tenth, of this year, when after repeated letters of inquiry to him he informed me by letter of that date written from Chicago, that he failed to see the necessity for the blanks, and on account of the expense of printing them he did not think it advisable to adopt the system, but that it would be cheaper to use up the old stock of blanks. The expense would have been very slight, if anything, for in regard to the reports, as they would have to be only quarterly, it would not have been necessary to print any forms, but they could have been written. I regretted exceedingly that the Vice Consul could not see the advisability and propriety of adopting a system of reports which would show at a glance just how much money the Division had on hand and its assets and liabilities, how much it had spent and just how it had been expended, for I believed that the membership at large should at all times know of the disposition of the funds of the Division by a system of quarterly reports, and I so advised Mr. Bridgman by letter. Had I received the forms back from him in time I could, to be sure, have proceeded on my own responsibility and had the reports printed, but I only got them back about the first of February, so that I can do nothing more now than to submit the whole matter to the Board for their consideration, recommending its adoption. While I might, notwithstanding the fact that the Vice Consul disagrees with me as to the advisability of adopting the system, doubtless go on with the scheme, yet I prefer to have the benefit of the wisdom and advice of the Board in view of such disagreement. I have, however, requested the Secretary Treasurer to prepare a report for presentation at this meeting, arranged upon the general plan of the reports, and I think you will be able to see some of the advantages of that proposed system.

By a system of reports from Local Consols, dealers and others, I have compiled a list of upwards of four thousand non-League wheelmen in this State, to which list I am continually adding. The advantage of such a list is apparent when you consider the fact that is is often quite desirable to send circular letters to the wheeling fraternity at large. I have made some use of this list in the past, and shall doubtless find opportunity to use it in the future. Under date of November 1st I prepared a circular letter, and caused it to be mailed to all non-League wheelmen in the State whose names appeared on this list, in addition to our membership generally. A copy of this letter is annexed to my report, and was designed to stir those wheelmen who should receive it and were not already members of the League, to send their names at once to Secretary Bassett. As fast as new names are added to that list a copy of that circular is mailed to such person. While the returns from that labor have not been as great as I had hoped, yet I think it has not been without its effect and hope for still better results from it as the riding season again opens.

[To be Continued.]

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 1—Total 210.

BOSTON, April 4, 1890.

COLORADO DIVISION—4.

Unattached.

13067	*Brown, Mrs. A. H.*, 1070 So. 14th st.,	Denver
13068	Carson, J. Harry, 1616 Blake st.,	"
13069	Lauterman, J. H., 1622 Welton st.,	"
13015	Harrington, Wm. G., Box 129,	Leadville

CONNECTICUT DIVISION—21.

Columbia C. C.

13074	Hermon, Jacob, 196 Front st.,	Hartford
13073	Francis, Albert A., 56 Hudson,	"

Hartford Wheel Club.

13070	Dow, Rion L., 106 Seymour,	"
13071	Hubbard, Chas. E., Wethersfield ave.,	"
13072	Shaffer, Chas. O., 41 Grand st.,	"
12983	Latimer, Edw. H., 71 Buckingham st.,	"

Hickory Bi. Club.

12984	Eastwood, Miles, 4 Crany Hill,	Stepney

Torrington Wheel Club.

12900	Workman, S. C.,	Torrington

Unattached.

12982	Hirst, James W., 73 Franklin ave.,	Hartford
13054	Lamb, Lorenzo, Box 19,	"
13075	Dickerson, Theodore B., 60 Maple ave.,	"
13076	Fletcher, Harry A., Box 747,	"
13077	Gruet, W. D., Box 30,	"
13078	Williams, A. N., 64 Pearl st.,	"
13051	Ela, Elwood S.,	Manchester
13052	Waring, John,	"
13053	Anthony, Wm. A.,	"
13050	Chipman, Frank S., 31 Downing st.,	New Haven
13032	Porter, Wm. L., 12 Wash. st.,	So. Norwalk
12901	Bradley, Fred'k,	Saugatuck
13101	Gregory, Samuel H., Box 94,	Salisbury

ILLINOIS DIVISION—12.

Chicago C. C.

13102	Walsh, Wm. J., 75 So. Water st.,	Chicago

Danville, Cy. C.

12985	Learned, Geo. A., 710 Gilbert st.,	Danville

Jax Wheelmen.

13034	Thompson, Maro R., 411 No. Main st.,	Jacksonville

Toulon Bi. Club.

12904	White, Frank E.,	Toulon
12903	Bartram, Wm. H.,	"

Unattached.

13033 Atwater, L. D., 308 Phenix Bld'g, Chicago
13079 Kronenberger, C. H., care Marshall Field & Co., Chicago
12902 Snow, W. S., 420 S. Oakley ave., "
13016 Todd, Henry O., Boyd st., Dixon
12905 Cooper, H. J., Mendota
13080 Ewing, Edwin A., 110 E. William, Decatur
13081 Hatch, L. W., Telephone Exc'ge, "

INDIANA DIVISION—2.

Ft. Wayne Bi. Club.

12986 Bruder, August, 98 Calhoun st., Fort Wayne

Unattached.

12987 Warner, Augustus S., Box 121, Crown Point

IOWA DIVISION—2.

Des Moines Cy. C.

12988 Kenyon, Ernest D., 200 W. Court Ave., Des Moines
13063 Reinecke, Wm. F., L. Box A., Elkader

KANSAS DIVISION—1.

Unattached.

13017 Bailey, M. C., L. Box 97, Burlington

KENTUCKY DIVISION—1.

Louisville C. C.

13055 Nefler, Carl C., 752 3rd st., Louisville

MAINE DIVISION—5.

Portland Wheel Club.

12906 Davis, Edward B., 59 Carlton st., Portland
12907 Swasey, Fred D., 278 State st., "
12908 Harris, Frank F., 273 Brackett, "

L. and A. Wheel Club.

13035 Putnam, J. F., Jr., 517 Main st., Lewiston
13036 Stetson, Jno., N. S., 119 Ash st., "

MARYLAND DIVISION—10.

Unattached.

12909 Musgrave, Walter, 921 No. Calvert, Baltimore
12910 Ruoff, Geo. F., 16 E Baltimore st., "
12911 Cummins, Robert P., 412 E. Townsend st., "
12912 Diffenderffer, W. H., 1421 Bolton st., "
12913 Diffenderffer, J. K. E., 1421 Bolton st., "
12989 Rogers, Wm. F., 323 N. Charles st., "
13018 Kenney, Edmund J., 200 W. Townsend, "
13019 Snmwalt, Charles Hamlin, McDonogh
12914 Thomas, Chas. G., 21 W. Patrick st., Frederick
12990 Jones, S. T., Box 16, Oakland

MASSACHUSETTS DIVISION—24.

Bay State Bi. Club.

12917 McIntire, Herbert F., 42 Portland st., Worcester
13082 Watson, James H., 3 Goulding st., "

Rovers Bi. Club.

13037 Huntress, H. C., 50 Green st., Charlestown

Tufts College Bi. Club.

12918 Fiske, Warren H., 41 Columbus ave., Somerville

Y. M. C. A. Bi. Club.

13020 Lee, Louis A., 98 Court st., Westfield

Wanderers.

13103 Hathaway, H. B., Box 131, Oxford

Unattached.

13064 Beatty, Robert G., Abington
12915 Read, John, 107 Wash. st., Boston
12922 Billings, F. W., 83 Main st., Brockton
13043 Baker, H. B., Box 46, Dighton
13056 Magee, Wm. R., 25 So. Main st., Fall River
13039 Bordan, Jefferson, 34 Locust, "
13038 Brow, Willis H., Box 292, "
12991 Alden, Frank H., Foxboro
13041 Craig, Fred T., Hatfield
13040 Bowker, Thos. F., "
12919 Wallace, Fred A., Lynnfield
13042 Brownell, C. F., No. Dighton
12920 Coath, Daniel, Rockport
12921 Coggswell, James, "
12916 Everett, Percival H., 115 Highland ave., Somerville
13059 Wood, Geo. L., 21 Stafford st., Worcester
13083 Pressey, James F., Jr., Box 572, West Newton
13084 Webb, C. Eastman, Dedham

MICHIGAN DIVISION—7.

Grand Rapids Bi. Club.

13021 *Jackson, Mrs. Maude S.*, 34 Monroe, Grand Rapids
13022 Schravesande, H. P., Home and Salem ave., Grand Rapids
13023 Kemp, Erve F., 378 E. Bridge, "
13024 Esler, A. W., 128 No. Division st., "

Unattached.

12923 Buchanan, Jno. L., care School Furniture Co., Grand Rapids
13104 Tillotson, H. C., (P. O. address 203 Wabash ave., Chicago) Grand Rapids
13105 Jackson, B. D., 103 Monroe st., "

MINNESOTA DIVISION—3.

Unattached.

12925 Kelso, W. C., Crookston
12924 McMullen, W. H., 601 4th st., Minneapolis
13100 Ward, Beecher H., Fairmount

MISSOURI DIVISION—13.

Missouri Bi. Club.

13086 Garner, Robert W., 4049A Olive, St. Louis

Marion Co. Wheelmen.

12927 Munger, C. Austin, 207 No. 5th st., Hannibal
12929 Richmond, Howard, 1643 Broadway, "
12928 RoBards, A. C., 1st Nat'l Bank, "

Unattached.

12930 Walters, J. L., H. and St. J. R. R., "
13011 *Sittler, Mrs. G. W.*, Box 885, Springfield
13010 Richmond, F. B., 4249 1-2A Evans ave., St. Louis
12926 Charlot, Fred S., 1128 Channing ave., "
13089 Oughton, Wm., 1435 N. Broadway, "
13088 Neuberger, Frank, 1948 Montgomery st., "
13087 Leoffel, Gus, 1234 So. Broadway, "
13085 Braggins, A. L., 905 S. 9th st., "
13090 Gerard, Charlie S., 1114 Vine st., Kansas City

NEBRASKA DIVISION—4.

Omaha Wheel Club.

12992 Kastman, Jno. H., 1122 No. 16th st., Omaha

Unattached.

13025 Bell, S. J., David City
13026 Wright, Fred E., "
12931 Bell, W. C., "

NEW JERSEY DIVISION—8

New Jersey Cyclers.

13045 Coane, Edwin H., (P. O. address 36 S. Front st., Phila.) Merchantville
13047 Scull, Henry L., "
13046 Greenwood, Isaac, 116 Linden st., Camden

Unattached.

12933 Krause, Chas, D., 1010 Atlantic ave., Atlantic City
12932 Moore, H. M., 108 Oak st., Jersey City
12934 Burton, F. Eugene, 66 Snyder st., Orange

Hudson Co. Wheelmen.

13091 Ruddelow, Edward D., 95 Summit ave., Jersey City Heights
13107 Marden, Ralph, Box 59, Passaic

NEW YORK DIVISION—40.

Harlem Wheelmen.

12993 Bellmer, C. H., 136 st. and 8th ave., New York
12994 Osborn, C. W., 201 W. 135 st., "
12995 Morrison, Thos., 539 E. 154, "
12996 Fernald, Fred A., 10th ave. and 155 "
12997 Pollock, Ed. E., 15 Cortlandt st., "
12998 Price, H. L., 200 W. 133, "
12999 Kittle, Frank L., 200 W. 133, "
13000 Van Ambergh, Wm. M., 18 E. 16th st., "
13027 Rough, E. G., 566 E. 138th st., "

Hempstead Ramblers.

12954 DeMott, Charles F., Box 222, Hempstead

Flower City Wheelmen.

13062 Mason, Fred E., 40 Rowley st., Rochester

Long Island Wheelmen.

13093 Lee, Herbert S., 143 Lefferts Place, Brooklyn

Lockport Wheelmen.

12945 Furnival, J. W., 58 Cottage st., Lockport
12946 Sthephainski, R. A., 281 Market st., "
12947 Tothill, Thomas, 204 Ontario st., "

Manhattan Bi. Club.

12939 Thuriot, Maurice A., 104 W. 24th st., New York
12940 Schnur, Jacques, 26 E. 76th st., "

Suspension Bridge Bi. Club.

13014 Wadhams, N. E. G., Suspension Bridge

Queens Co. Wheelmen.

12943 Torrens, Robert, Richmond Hill
12944 Burton, Chas. E., "

West End Bi. Club.

13001 Bettys, Freeman H., 157 Jefferson ave., Rochester

Unattached.

13044 Clark, John Franklin, 107 E. 54th st., New York
12941 Welcke, Edward J., 23 E. 133d st., "
12937 Lawrence, A. C., 2016 7th ave., "
12938 Riddle, James T., 1963 7th st., "
12936 Irving, Charles M., 4 East 60th st., "
12935 Irving, Alexander, 4 East 60th st., "
13092 Low, J. T., Jr., 18 E. 40th st., "
12942 Conklin, Geo. C., 79 Willoughby ave., Brooklyn
13094 Case, Frank E., 333 Hancock st., "
13013 Buell, Leslie D., 56 Irving Pl., Buffalo
13057 Van Benschoten, E. T., Freedom Plains
12948 Newton, Harry F., Hamburg
12949 Newton, Marion T., "
12950 Gressman, L. L., "
12951 Drummer, Geo. A., "
12952 Winkle, Frank J., "
12955 Barhite, Earl S., Box 168, Portland
13012 Sturges, Effingham M., 126 E. Buffalo st., Ithaca
12953 Parkes, Fred W., Box 18, Tonawanda

OHIO DIVISION—20.

Canton Bi. Club.

12961 Meyer, Harry C., 151 W. Tuscorowas st., Canton
12962 Oberly, W. C., 31 So. Market st., "

Painesville Ramblers.

12966 Thayer, Alpha R., Painesville
12967 Andre, Harry W., State st., "

Porkopolis Wheelmen.

12953 Gobrecht, Emil W., S. E. cor. 12 and Walnut, Cincinnati

Unattached.

13061 Goodwin, O. D., Scott
12965 Gibson, E. E., Calumet
12963 Howson, A. B., Chillicothe
12964 Gramm, B. A., "
12960 Eger, Geo., Jr., 839 Central ave., Cincinnati
12959 Muth, Fred W., 976 Central ave., "
12957 Krohn, Irwin M., care Blacker Gerstle & Co., Cincinnati
13002 Spicker, Fred E., S. E. cor. 8th and Race, Cincinnati
12956 Pritz, Sydney E., 32 Main st., "
13106 Sterling W. S., Clifton, "
13058 Beirce, E. T., B. and O. Freight Office, Sandusky
13059 Finch, H. B., C. S. and C. R. R., "
13060 Marshall, Wm. N., Moss Nat'l Bank, "
13066 Smith, H. H., Box 62, Toronto
13065 Francy, E. H., "

PENNSYLVANIA DIVISION—21.

Clover Wheelmen.

12868 Geissel, August, Jr., 517 Dillwyn st., Philadelphia

Mt. Vernon Wheelmen.

13003 Haines, John W., 835 No. 25th st., "
13004 Rahn, C. E., 1212 Pine st., "
13005 Smith, Howard E., 2041 Mt. Vernon st., "

Penn Wheelmen.

13030 Dundore, Chas. S., Reading

Philadelphia Bi. Club.

12969 Langworthy, H. B., Broad and South, Philadelphia

Century Wheelmen.

13108 Hawthorn, Ellsworth, A., 1740 Monument ave., Philadelphia

Unattached.

13031 Lang, F. P., Woodland and Westview aves., Allegheny
13096 Hallman, Chas. M., Allentown
13066 Mehl, Edward H., 1114 State st., Erie
12971 Crane, William, Telephone Exchange, "
12972 Baxter, C. H., 150 East 19th, "
13029 Liddell, Charles S., 447 West 10th st., "
13028 Kelso, C. M., "
13095 Harris, D. R., 2030 N. 19th st., Philadelphia
12970 Potter, Robert B., Winona ave., Germantown
12974 Smith, R. E., Box 542, Hazleton
12973 Imhoff, Edward W., 345 Carver st., E. E. Pittsburg
13048 Becker, Wm. C., 728 Chestnut st., Philadelphia
13049 Gumpert, Albert, 3600 Walnut st., "
13109 Darling, Geo. A., 1740 Monument ave., "

RHODE ISLAND DIVISION—2.

Unattached.

12975 Budlong, Harry A., Auburn
13007 Rose, Henry B., 704 Broad st., Providence

TENNESSEE DIVISION—1.

Citizens' Bi. Club.

13008 Johnson, Edwin L. (P. O. address 26 Moore st., New York City), Memphis

VERMONT DIVISION—4.

Vermont Wheel Club.

12978 Hubbard, F. A., Brattleboro

Unattached.

12976 Thompson, C. H., "
12977 White, Howard C., "
12979 Reed, Wayne M., "

WISCONSIN DIVISION—4.

Unattached.

12980 Warner, D. D., Box 146, Madison
12981 Warner, Harry J., 221 E. Main st., "
13097 Ritchey, Jas. V., Box 280, Oconomowoc
13098 Pradt, Louis A., Wausaw

NORTH CAROLINA—1.

Unattached.

13099 Wynne, W. A., Raleigh

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ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

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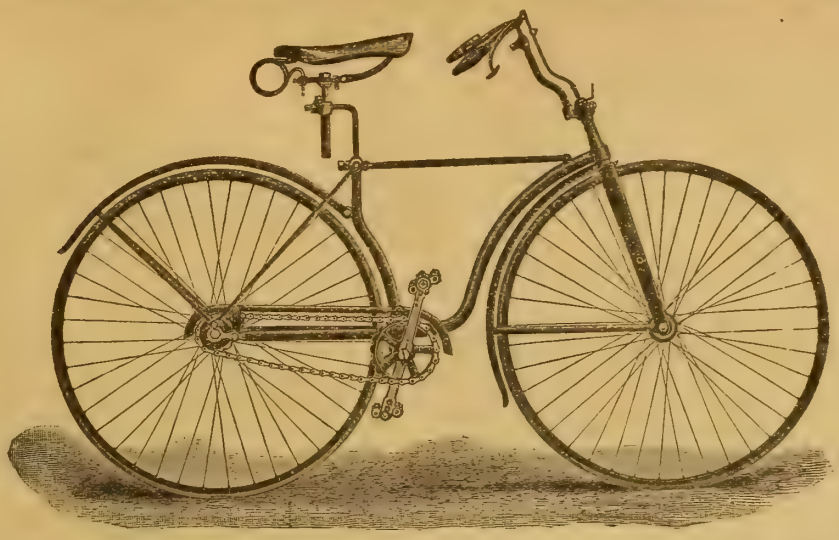
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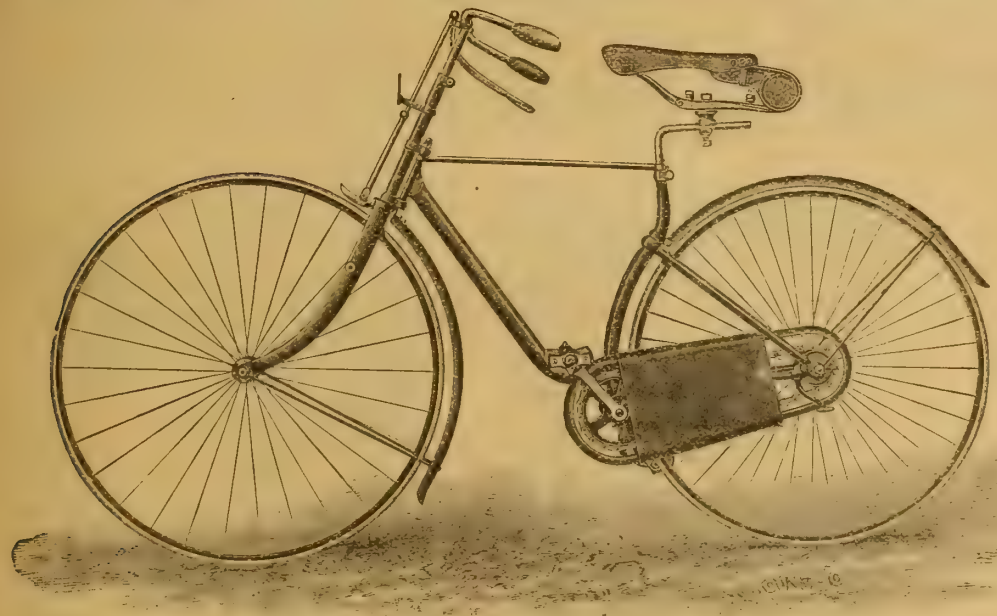
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For Western New York, Western Pennsylvania, and Northern Ohio, **STANDARD CYCLE CO.**, 588 Main Street, Buffalo, N. Y.
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IT would seem as if there was something in the "rational" type of ordinary. A correspondent tells us that "in New Orleans the rational pattern of the Light Champion is fast crowding not only the regulation ordinary, but that several safety riders also, have abandoned the dwarf for the rational." A rational ordinary, it may be well to explain, differs from the everyday type mainly in having a larger rear wheel, and consequent shorter backbone and greater forward throw to the front forks. This, it is claimed, greatly lessens the vibration and the chances of headers.

WE have received an interesting photograph of Miss Edith Hurst and Mr. S. L. Beals, President of the Star Wheel Club, of Detroit, mounted tandem on a Catford Premier Safety. The young lady's weight is given as 40 lbs., Mr. Beal's as 152 and the extra saddle with attachments at 4 lbs., while the safety itself weighs 33 lbs. The combination is very attractive, and we are assured is a great success on the road. Copies of the photograph may be obtained from the Premier headquarters at Orange, by sending twelve cents in stamps. The attachment, which requires no alteration of machine, costs $5.00 complete.

MR. J. B. KAERCHER, of Pittsburgh, whose ad. of the American Rambler appeared in the WORLD of the 21st. March, is but a recent appointee of the Gormully & Jeffery Co., but he is a live one and promises to make the American cycles cut quite a figure in his vicinity. B. Frank McDaniel & Co., of Wilmington, have also just been appointed G. & J. agents for Delaware, and N. T. Slee for Baltimore, while L. B. Graves & Co. will make the "American" wheels take a big leap upward with the Washingtonians. Messrs. Gormully & Jeffery's staff of agents, especially in the larger cities, would now be hard to excel.

IT will not do to put "New Wine into Old Bottles." This is an old saying, but nothing is said against putting old wine into new bottles. Now what has this to do with bikes, you will say. Wait a moment and you will see. The Premier bicycles are not new and untried, but are made by one of the oldest and largest manufacturing firms in England, are well known and warranted in every detail, are claimed to be perfectly interchangeable, even so far as parts of different styles of machines fitting others. The firm of Fairbanks, Sanborn & Co. may be new to the bicycle business, and in so far may be likened unto the new bottles to hold the old wine so much sought after; thus is the comparison complete. The members of this firm are possessed of integrity, enterprise and push, the requisites of success. They have the Eastern agency for these justly popular machines, and have a full assortment and a large stock constantly on hand from which to make a selection, at their new store, 145 Columbus avenue, where you can see the famous Catford, the Premier Universal, the Premier Popular, the Special Ladies' Wheel, also the Premier Tandem and Youths' Wheel, and last but not least, the Premier Full Roadster, a machine made for use by hard riders. Their Premier Universal we are requested to make a special mention of, $85.00 being the price, and for a full sized weeel is a handsome, strong machine, ball bearings all around, steel frame, and fully warranted. Every man who desires a wheel that is at once light and strong should examine the Catford. Their Special Ladies' Wheel is a very desirable family mount, as either a lady or gent can ride it, it being claimed to be a particularly stiff and reliable wheel. An examination of their stock will well repay anyone interested. They are prepared to do repairing in all its departments, and fully guarantee all work done to be first class, at moderate charges.

E. C. HIMEON of Cambridgeport, Mass., has secured the agency of the Referee Safety for Boston and vicinity. Mr. Himeon can be found at No. 588 Main street, Cambridgeport, at which place he will be pleased to show to riders the Referee Safety.

THE little pamphlet issued last year by H. G. Rouse of Peoria, Ill., entitled "Hints to Lady Cyclers," met with such success that the publisher determined to issue a second edition, and we have now before us the 1890 edition, improved, amplified, and giving excellent illustration. The work is worth four times the price asked (10 cents), and by sending a dime to H. G. Rouse the lady rider will receive hints and facts which will prove of vast value to her, be she veteran or be she tyro.

FIXTURES.

APRIL.

8—Orange Wanderers Tournament at Orange, N. J.

MAY.

3—Grand reunion run of Missouri cyclists over the roads of Pike Co., Missouri.
17—Harvard University Cycling Association will hold a race meet at Holmes Field, Cambridge.
24—"Pony Tournament," at St. Louis, Mo. Address Harold Child, Secretary, 1012 Olive street, St. Louis.
24—Spring Tournament of St. Louis Track Association.
24—Race meeting at Hamilton, Ont.
24—Race meeting at Woodstock, Ont.
28—Tournament at Hamilton, Ont.
30—Bay State Bicycle Club races at Agricultural Park, Worcester, Mass. Address B. A. Lamont, Worcester, Mass.
30—Maine Division L. A. W., annual meet, at Lewiston.
30—Road race, Irvington-Milburn, N. J.
30 and 31—New Jersey Division, L. A. W., annual meet at Plainfield.
30—Pullman road race at Chicago, Ill.
30—Rome, N. Y., Bicycle Club tournament.
31—Intercollegiate games at Berkeley Oval, New York.

JUNE.

7—Hill climbing contest, Son-of-a-Gun Hill, at St. Louis, Mo.
7—Elwell party starts for Europe.
9—New Haven, Ct., race meet.
27, 28—Pennsylvania Division meeting at Philadelphia.
27, 28—Probable dates, great century run, Orange to Philadelphia.
28—Chicago Cycling Club vs. Wilmington Wheel Club team race, Lancaster Pike, Philadelphia, Pa.

JULY.

1 to 3—Missouri Division tour to Louisiana.
4—Chicago, Ill., Cycling Club's race meet.
4—Open handicap road race, Cincinnati, Ohio, address J. E. Poorman, 8th and Race streets, Cincinnati, Ohio.
4—Brownsville, Pa., Cycle Club race meeting.
4, 5—Missouri State Division meet at Columbia, Mo.
7—Kentucky Division meet at Richmond.
8—Kentucky State Diviison meet at Maysville, Ky.
24, 26—Ohio Division meet at Cincinnati.

AUGUST.

16—Annual tournament St. Louis Bicycle Race Track Association, St. Louis, Mo. Address Harold Child, 1012 Olive street, St. Louis.
20—Detroit to Niagara Falls tour. Particulars to C. H. Smith, 211 Putnam avenue, Detroit, Mich.
25, 26, 27—L. A. W. annual meet and national championship at Niagara Falls, N. Y.

SEPTEMBER.

12 13—Peoria, Ill., Cycle Club tournament. Address H. G. Rouse, Peoria, Ill.
1, 2—Hartford Wheel Club tournament



ERIE KNITTING MILL,

ERIE, PA.,

Make to order the finest line of goods for the use of wheelmen. Send for samples of fabric and price list.

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We have shown you a *new* dropped frame, a *new* spring frame, a *new* chain and a *new* saddle, all of which you must acknowledge are as good or better than anything before produced by cycle makers. Next week we will show you a *new* diamond frame, a *new* chain adjustment, convertible, a *new* steering device and a *new* brake principle ; all of our own mention and patented by us. We will also assure you that we have dropped forge *necks* and *heads* and *sprocket wheels,* also *new,* as all three are innovations in cycle making.

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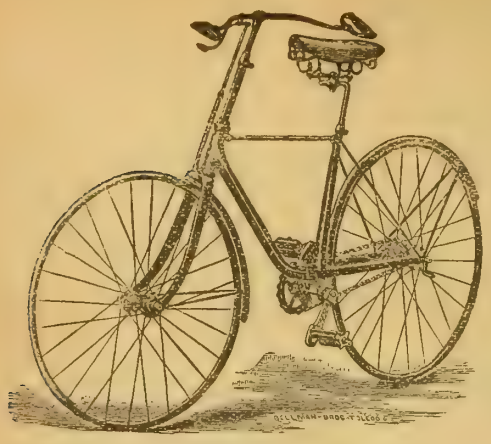
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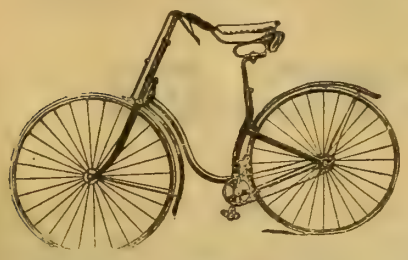
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The "Gazelle" has absolutely the strongest wheels of any bicycle made, large or small, and as the frame is strong enough to carry a heavy man over the roughest riding, the machine will stand the rough usage to which children's bicycles are frequently subjected, with little danger of breakage. The Ladies' "Gazelle," much the same style as the above, with 28-inch wheels, chain guard, and some additions and improvements, will be ready in April. Will run about as light as a ball bearing machine. Price $50. Liberal terms to agents. We will deliver these machines at any place in the United States, east of the Mississippi, where we have no agent and which is reached by a railroad, at prices named, transportation free. When ordered to be sent C. O. D., an advance remittance of $5 will be required.

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$3.00 Per Pair.



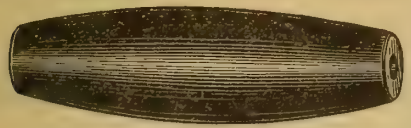
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Greatly improved. Best and cheapest Shoe in the Country. In addition to the above, we also make an elegant Bicycle Shoe, all Hand-sewed, $4.50. High cut above ankle, $5.00. This makes an elegant street shoe. Special inducements to Agents. Send for catalogue containing rules for self measurement. Correspondence promptly answered. Address

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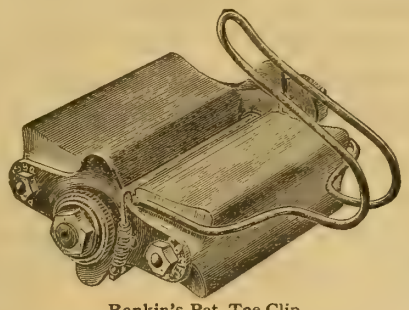
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Just Hustle, Boys, and Beg, Borrow or ———, you know, 50 cents, and get a Pair. Ask your Local Agent for them.

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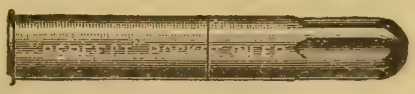
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Indespensable to Bicyclists and Athletes.

Call's supporter, with elastic back, lace front and adjustable back straps. Light, easy and durable. A sure fit. No. 5, same as cut, 75 cts. No. 6, pockets each side of lacing, $1.00. No. 7, with hose supporters, $100. No. 8, hose supporters and pockets, $1.25. Order by number and give waist measure. Postpaid on receipt of price Trade supplied.

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Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

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Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,
118 Warren Street, New York.
Mills, Bouckville, Madison Co
ESTABLISHED 1865.

THE Cyclist who buys a New Machine on the faith of an advertisement is too good for this world, therefore we do not expect to sell

"NEW RAPID" CYCLES

on the strength of the following statement alone:

During 1889 we made over 7000 of our Celebrated "New Rapid," True Tangent Wheels for use in our machines, using something over 350,000 spokes; now out of this enormous number WE DID NOT HAVE A SINGLE BROKEN SPOKE REPORTED TO US.

The above proves that our wheels are perfect, but does not relate to the machines themselves; the ordinary cycler, however, is a man of intelligence, and he will acknowledge that a firm who are careful in the construction of the wheels, must also be careful, and devote considerable attention to every part of the machine, and this we do.

After reading this send for a descriptive Catalog of "New Rapid" Cycles to the CLARK CYCLE CO., 340 N. Charles Street, Baltimore, Md., who are our Agents.

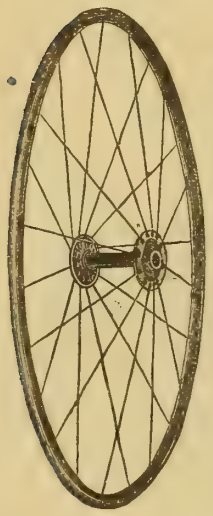
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Improved Suspension

Steel Wheels.

All grades and sizes, from 12 to 42 inch diameter, in quantities, for Bicycles, Tricycles, Velocipedes, &c., &c.

Safety Wheels a Specialty.

Those contemplating manufacturing such will do well to write us for prices.

THE

TEMPLE CYCLE EXCHANGE,

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Best equipped bicycle house in U. S. Finest riding school in Chicago. High and medium grade

AMERICAN AND ENGLISH CYCLES

Good exchanges made for second-hand wheels. Write for catalogue. Mention this paper.

RALPH TEMPLE, Managing Prop.

STRICKLAND & PIERCE'S

FAMOUS SPORTING SHOES.

THEY NEED NO RECOMMENDATION.



MEN'S BICYCLE SHOE:

No. 1.	Kangaroo, hand sewed	$5.00
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No. 3.	Dongolia, calf	$3.00

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No. 1.	Kangaroo, hand sewed	$7.00
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SPRINT RUNNING:

No. 1.	Hand sewed	$5.00
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Agents should place their orders now to avoid delay.

STRICKLAND & PIERCE, Randolph, Mass.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a wel. devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

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Cycling Art, Energy and Locomotion.

The most valuable, interesting, unique and amusing book on

SCIENCE OF CYCLING

Ever issued.

It contains 300 pages of solid meat for those interested in the

Art of Cycling as a Science.

Profusely illustrated and beautifully printed and bound. **Price, $2.00.**

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A good master always has an anchor aboard his vessel, and depends on it for safety in case of necessity for prompt use at critical moments. He would be a poor captain, indeed, to forget this important part, and he does wisely. On the voyage of life, no one can afford to be without PHENOL SODIQUE, as, like an anchor, it can be relied on in all emergencies. It cures burns, scalds, wounds; allays and soothes all fevers, prevents spread of contagious disease, etc. Its healing properties are always prompt and perfect. Price, 50 cents.

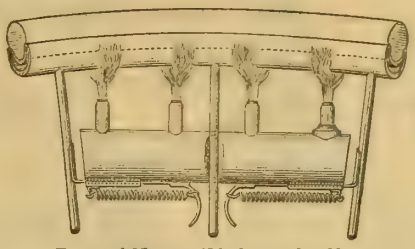
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SPECIAL DISCOUNTS TO DEALERS.
LAMPS, BELLS & ALL ACCESSORIES.
LOWEST PRICES.
Bicycles Repaired. Special Attention Given to Out of Town Work.
SEND FOR CATALOGUES AND TERMS.

NEW AND USEFUL
PERFECTION TIRE HEATER.

Price $1.50.  Price $1.50.

Patented No. 323,686, Aug. 4th, 1885.

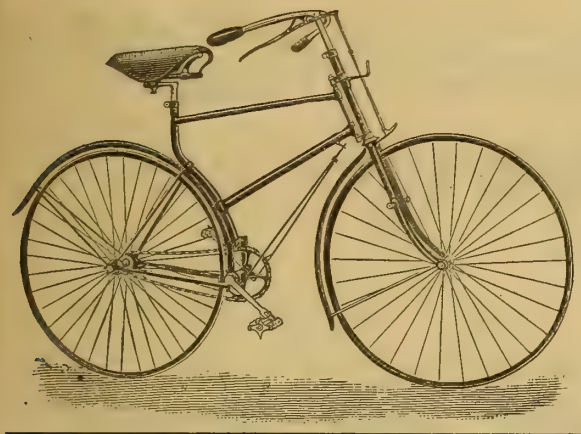
Loose Tires Cemented on the Road in a few Moments.

Can be Carried in the Tool Bag.

A Simple Saver of Time, Money and Patience.

Can be procured of any dealer in Bicycles, or of the Manufacturer,

Geo. R. Bidwell, 313 W. 58th St., New York.



"ORMONDE"
LIGHT ROADSTER.
WEIGHT, 36 LBS.
HANDSOME, ✣ LIGHT, ✣ STRONG.
SEND FOR CATALOGUE.
BANKER & CAMPBELL, 1788 Broadway, New York.
AGENTS APPLY.

THE LATEST CRAZE

is the Safety, and the price of ordinary wheels is going down with a crash that is very sickening to all the dealers. We are still ready, however, to take ordinaries in trade for all styles of new Safeties and if you can't make figures with your nearest local dealer, you had better write to us; also, SEND YOUR NAME IN FOR A COPY OF OUR 1890 CATALOG, which will be the finest thing in its line of the season.

ST. LOUIS WHEEL CO., ST. LOUIS, MO., 311 N. 14th St.

PREMIER BICYCLES.

Apply at once for Local Agencies. This will be a great year for PREMIERS. The Catford at $140.00 and the Universal at $85 00 LEAD THEM ALL.
FAIRBANKS, SANBORN & CO., Eastern Agents, 145 Columbus Ave, Boston.
Examine our wheels or send for catalogue.



WE CLAIM

A Diamond braced Cross Frame, **well proportioned,** (as in the Union Safety), to be the strongest method devised for connecting the driving and steering wheels, and reaching the desired points for attaching crank axle and saddle post.

It is not necessary to jump into high mathematics to prove this.

LOOK AT THE UNION AND SEE IF IT IS BUILT RIGHT.

UNION CYCLE MFG. CO.,

HIGHLANDVILLE, MASS.

Our Eighth Year at the Old Stand.

W. W. STALL,

ODD FELLOWS' HALL,

509 TREMONT STREET, 4 WARREN AVENUE.

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Safety Bicycles, Wholesale and Retail.

SOLE NEW ENGLAND AGENTS FOR

ST. NICHOLAS MFG. CO.,	Chicago, Ill.
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CAPITAL CYCLE CO.,	Washington, D. C., PSYCHOS.
JOHN WILKINSON CO.,	Chicago, Ill., ROVERS.
SWEETING CYCLE CO.,	Philadelphia, Pa., COVENTRY RIVAL.

We are practically headquarters on low-priced wheels especially, and are prepared to supply the trade. Safeties for men at from $60.00 upward; Ladies at from $45 upward, and Boys at from $18.00 upward.

We offer the above goods to the New England trade, and solicit correspondence with agents and parties desiring to become such.

LIBERAL INDUCEMENTS TO LIVE MEN WHO WILL "HUSTLE."

Send 5 cents in stamps for our new Catalogue.

$100,000 REWARD.

For any well authenticated case of INCURABLE DISEASE induced by riding "BRONCHO" SAFETY BIKE, that will not yield to "THREE KNOT SKOOKUM OIL"—SKUDERDRAK'S EMBROCATION—and LIVINGSTON'S "SURE CURE"—used under the direction of our regularly retained physician.

We shout as above on account of statements made to our Traveling Agents, by riding men who have been warned by Agents of other manufacturers and importers of Cycles, that all sorts of incurable ailments will surely afflict the riders of the "BRONCHO" BIKE. We don't imagine that the aforesaid manufacturers employing the said Agents, sanction any such DISINTERESTED CAUTIONARY ADMONITIONS. Oh dear, no, of course not. It is the pestiferous Agent, who takes the responsibility of making above statements.

Now we want the POOR CUSSES to have a show to make a dollar hunting up invalids. They have got to live somehow. Now produce your victims. Meantime, all you chaps not frightened by ghost stories, superinduced by over-wrought brains, and broken down digestion, had better investigate for yourselves, and take no man's word, unless he is a rider of the "BRONCHO" BIKE.

Now then, CACKLERS, SCREAMERS and CROAKERS, note our offer of $100.000, and note what it is for. Light your lanterns and go hunting. Before you set out, however, get an outfit of "THREE KNOT SKOOKUM OIL," SKUDERAK'S EMBROCATION and LIVINGSTON'S SURE CURE You will need them all before you round up and brand any "BRONCHO" INVALIDS. "BRONCHO" riders are HUSKY RUSTLERS, and don't you forget to make a note of it. One of the best fellows in the Cycle Biz. says: "YES, 'BRONCHO' IS A HIT. IT IS A BIG THING, BUT THEY ARE ABOUT FOUR YEARS TOO SOON WITH IT." WHY BROTHERS? WHY, OH WHY? OH YES—WE, Alas—have got some chains on hand—all nickelled too—Well, the junk men buy chains———when the boys have no use for them WAKLOSE WAKEMI-KAHTIKEE. Send for '90 "CATS." Watch for cuts showing how the little joker gets in its work in the rear hub.

WHITE ⁘ CYCLE ⁘ CO.,

WESTBORO', MASS., U. S. A.

Boston, 1 April, 1890.

Gentlemen and Ladies:

We thank you for your gratifying increase in orders this Spring. Your favor grows as our ability to justify it grows, year by year.

We are filling all orders promptly.

We feel confident that we can meet all demands during April; and we have our manufacture so well in hand that we hope to maintain this through the season.

Don't delay sending in your orders, however.

POPE MFG. CO.

QUIDPROQUO, BOSTON.

HEAVEN seems to smile on the efforts of the Pope Manufacturing Company and their two thousand local friends who united in opening the season last Saturday night. The sun has kindly made the season open after a week of storm, as the gates of the wonderful cave did to the words, "Open, Sesame," in the tale. One feature of that pleasant celebration was not down in the program. The more than half a hundred employees at the Boston offices had a little private celebration of this thirteenth season beforehand. Quidproquo got in enough to see the prevailing look of hopefulness and contentment and to hear the stimulating words of President Pope, between ices and coffee, in response to their request. I wonder how many that were here Saturday night remember the little force of more than a dozen years ago at the beginnings on the upper floors at 87 Summer street, Boston, when Col. Pope, with coat off, worked himself, at every detail of the business, from mailing circulars up to setting the method as well as the pace in each department as he called it into existence.

NOTICE TO L. A. W.

To the present thirteen thousand members of the L. A. W., greeting. It is just about ten years since the League was organized. Secretary Bassett said at the last annual meeting that of the 1558 members who joined the League during the first year, there are now but ninety-five remaining on the roll. That shows how rapidly changes occur, and it shows that some things need re-telling constantly to keep the whole body informed. Quidproquo is one of that ninety-five, and four or six others of them still preside over the construction of Columbia Cycles; so,---here's a wish that the other ninety may stand by the noble League until their limbs are folded in the long box.

HURRAH FOR THE "NINETY-FIVE!"

AMERICAN WHEELS AT NEWPORT.

There were four makers of American wheels at that Meet, but only one survives,---to tell the tale of its Columbia Cycles, then in their third year, ridden in that memorable parade. The third pattern of Columbia was just out, and the first half dozen "Special" Columbias were ridden there. Quidproquo rode one of them from Taunton to Boston (about thirty-eight miles) the next day.

WHAT OF IT?

That's just what I am coming to, ladies and gentlemen. I have been recounting on this page some things that you might almost call ancient history as to the doings and successes of the Pope Manufacturing Company and the Columbia Cycles from thirteen to seven years ago. What for?

SUCCESS BUILT.

BECAUSE it shows that they have served their apprenticeship long ago; because at the bottom of this success is the fact of the best machines. The fitttest survive. You cannot keep on selling for a dozen years and increase the output until it far exceeds the output of any contemporary maker in the same line unless the machines are best.

ON SOLID ROCK.

BECAUSE you cannot hold the same patrons and add new ones and build up an ever-growing business and always command the best and enough of it and when you want it in materials and in men and in credit, and win the preference over competitors and weave a network of testimonials on wheels all over the country for a dozen years unless you have as a foundation that fact of the best machines, and one other fact,---good, sound business judgment.

BEECHER'S WATCH.

SOME years ago when the worthy Henry Ward Beecher was in the full tide of life in New York a friend evoked from him a forcible illustration substantially in these words:---"My friend," said he, taking out his watch," see this plain watch; it has been my delight for years and it never fails in precisely what you want a watch for; I would not exchange it for any watch made, nor part with it for a thousand dollars; but to you perhaps it has no especial charm either in form or in finish of the case, or in the features on its dial. It is all in the movement, my friend; it is all in the movement."

BOUND TO STAND.

SOMETHING to stand by and a way of standing by it---those are the two necessary things. It used to be the rule that a trade or employment related to the production of a necessary or useful article, and it took seven years for a good average man to learn to make it well, and then he worked some years as a journeyman before he became head of a business. When a man or a concern has had seven years apprenticeship, and three years more in successful business, it commands confidence. The Pope Manufacturing Company has won the respect and confidence due to age, and experience, and reliable business methods, and reliable products.

"IT IS IN THE MOVEMENT."

NOW you can see, can't you, that when it is said that the Pope Manufacturing Company are the oldest makers of high-grade bicycles in America, and have grown to do the largest business in them in the world, it means something worth noting? It is in the movement of their machines for thirteen years. It is in their careful and intelligent construction of machines, and in their reliable business methods, and in the alertness of their experience, and judgment and sympathy, kept in touch all the time with the riders themselves and their needs. And every purchaser of a Columbia cycle is buying along with his machine, and without additional price, his share of this thirteen years of accumulated wisdom and perfection.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 11 APRIL, 1890.

Volume XX
Number 24

VERITAS.

CHICOPEE FALLS.

CLASS in ancient history, stand up and toe the mark. Now, children, what do you remember of last week's lesson? No, no! tubular felloes and spangled spokes were not first used in Australia, nor in America, but were old English in their origin. That's good for old England, for the features are good ones.

COMMON DRUNK.

BY the way, can any of you tell what it was that killed the illustrious J. Cæsar? Too bad to scandalize the family, but it is commonly reported that it was too many Roman punches.

THAT is aside from the question, however, so let us now turn our attention to more serious matters, and make some investigations in the line of finding out, first, what is a high grade bicycle? second, who first made them in America?

DO YOU KNOW?

PROBABLY you have an idea as to what a high grade bicycle should be. The answer to the second of the two questions above depends somewhat on the definition given in answer to the first.

IF the term applies to a bicycle with *hollow* felloes, *tangent* spokes, *hollow* cow horn handle-bars, *every ounce* of metal in it fine forged *steel*, ball bearings to both wheels, and pedals *without* extra charge,

THEN!

YES, then the Overman Wheel Co. were the first makers of high-grade bicycles on this side of the water. The Victor Bicycle for 1885 was a machine of the above description, and was the first American machine to be furnished with these and other high grade features without additional charge.

MORE TEXT BOOKS.

WE would suggest, while on this subject, that the 1885 catalogues of American makers would give very good testimony as to the "state of the art" at that date, and if you get a chance to look them over we think you'll form a correct conclusion in the matter.

LOOK OUT FOR COUNTERFEITS.

Now there ought to be some way of bringing current statements (as well as current coins) to the test occasionally, to see whether they are genuine, or are clipped, or distorted way out of all truthful shape, or even counterfeit entirely. Somebody or other, a while ago, mentioned the style of pedal rubber now so generally in use, *and claimed it as original!* Everybody who remembers, and lots of people do, will know that the Victor Square Rubber Pedal was the original departure from the old round rubbers formerly used.

"COPIED."

OH, yes, people know a good thing when they see it, and the square rubber was soon copied with just variation enough to give it a slight appearance of originality. Lots of people use them now.

OUR editorial labors take up the most of our time now, but in the odd moments we manage to get out a few safeties, probably more than any other maker in America, and yet we can't get them fast enough.

Have you seen the Victor for '90? Send for catalogue. It's a good one. Address Overman Wheel Co., care "Veritas," Chicopee Falls, Mass.

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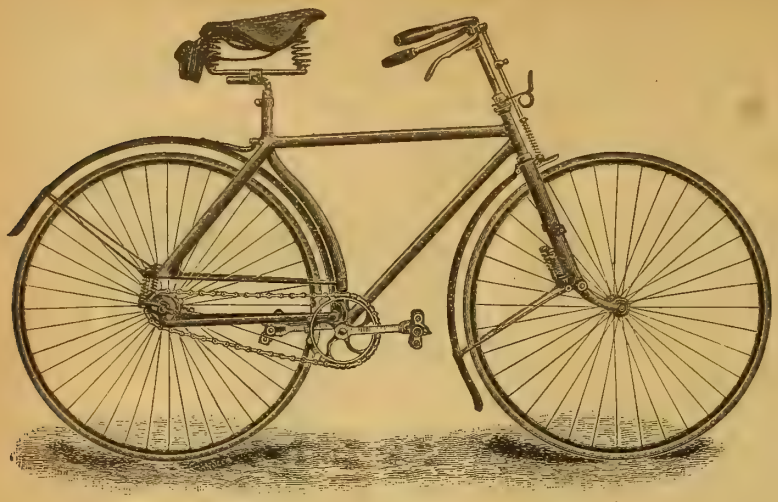
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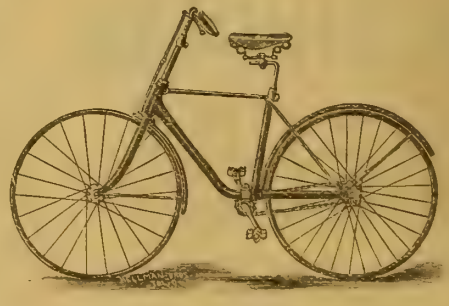
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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

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Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co.

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 11 APRIL, 1890.

THERE seems still to be uncertainty in the minds of some of our contemporaries and the Division officers, as to the position of the Divisions and District Racing Boards, on the question of methods for defraying expenses under the new racing rules. Let us see once more if we can clearly lay down the position of the two bodies in this matter.

We do not mean to say that Divisions must ratify the new racing rules, but we did wish to say that it would be an excellent and desirable thing for them to do. In that case the District Racing Boards would then know where to find each Division on the money question. There is *no compulsion* about it, in fact there could be none. The only power that can properly assess the Divisions is by vote of the National Assembly. The Racing Board cannot, of course, compel Divisions to pay anything towards the expenses of racing men.

The matter of raising funds for the expenses of racing men is *entirely* in the hands of the District Racing Boards, and in case the Divisions do not facilitate matters and make things easy for the District Board by voting to provide certain sums, then the District Board must devise other ways and means to secure the necessary coin. The responsibility rests with the members of the District Racing Board to raise the funds, it therefore would be well to suggest to the District Racing Boards that they bestir themselves in getting the Divisions to ratify and share expense, and in our making the suggestion to the Divisions we may have assumed prerogatives, which rightly and exclusively belong to the District Boards.

Ratification or not, the championships will be run as laid down in the new rules, and the burden of raising the necessary funds rests entirely with the District Racing Boards. Now, will the Divisions as Divisions make the burden a light one or not?

IN these days of big clubs and palatial club houses we often ask ourselves if the real enjoyment of cycle club life is to be gotten out of these big organizations and splendid quarters? There is much to be said in favor of large membership and luxurious quarters, but we think history will bear us out in saying that in a majority of cases the moment a club's membership runs up into the hundreds that moment the disturbing element of cliques, contentions and rival interests is very likely to make club harmony and club government a very difficult affair.

In the smaller clubs of say fifty to seventy-five membership, there is more of the "family feeling," more *esprit de corps*, every member knows his fellow member, and each one feels that he is an important factor in the success of his club, instead of being a very small drop in a bucket of larger and more sumptuous dimensions.

This editorial is not written in the spirit of discouragement to those clubs which have reached the pinnacle of their ambition and are happy in the possession of a big membership and grand quarters, all honor, harmony and happiness be their reward for the hard work and enterprise, but we do raise a warning voice to the small clubs which are anxious to expand into luxurious quarters, and increase its membership. Think before you do it; for our part the quiet, small, strictly cycling club has pleasures for us that the more pretentious organizations could never contain.

THE PRESS CLUB SMOKER.

"THE pipe, with solemn, interposing puff,
Makes half a sentence at a time enough;
The dozing sages drop the drowsy strain,
Then pause, and puff, and speak, and pause again."
—*Cowper.*

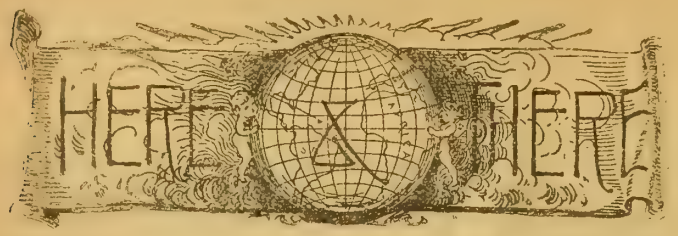
The picture thus conjured up by Cowper represents the scene (barring the "drowsy" part) at the office of W. W. Stall, last week Friday night, on the occasion of the smoker and reception tendered the Boston Press Cycle Club. Some one score and ten sage members of the Press Club sat in mystic circle, each man armed with a full length "clay," charged with a bowl full of the most fragrant cut plug. There was a lot of "puffing," a heap of "speaking," and mighty little "pausing," "solemnity," or "drowsiness" in that conclave. Good stories were told and most excellent music was listened to, and last but by no means least, was a delicious supper served. Among the more prominent of the guests was the good old "bull pup," Bess, and of course Doc. Kendall. The members of the Press Club were out in full force, and besides these we noticed Captain A. W. Robinson, Captain Cubberly, Representative Pillsbury and others.

The music was very fine, and was furnished by Captain A. W. Flint, Lieutenant E. A. Wilkins and Messrs. F. A. Hunt and G. E. Dunbar, composing the Wakefield Bicycle, Mandolin and Guitar Club.

Mr. Stanley Clemens sang "Nancy Lee" and other selections in a most acceptable style. A break was made at 11 P. M., for trains for the out-of-town visitors, and the party dispersed well pleased with the hospitality received at the hands of good old Stall.

THE GREAT ANNUAL IRVINGTON-MILBURN 25-MILE RACE.

MR. A. B. BARKMAN is now actively engaged in preparing for the great annual 25-mile handicap road race to be held over the Irvington-Milburn course on Decoration Day. Road riders all over the country should remember that this is one of the most important road racing events of the cycling year, and it is an undoubted fact that the wonderful success which has attended Mr. Barkman's management of the past events, will be a big factor in making the 1890 race a still greater success. For entry blanks and particulars address Mr. A. B. Barkman, 241 Broadway, New York City.



BOSTON NOTES.

"TONEY."

THE majority of Massachusetts wheelmen waited until Sunday to take their first ride of the season, and they are by no means sorry for so doing, as the "clerk of the weather" looked down with beaming countenance on the busy world below. Both the roads and atmosphere were in as good a condition as could be desired, and barring the heavy head winds that prevailed, one could not have wished for a better day. At the reservoir, the place where cyclists most do congregate, was what remains of that grand old Massachusetts Club, minus its Captain, who was ill in bed. A little gathering of wheelmen were discussing whether the embroidered letter "T" on the lapel of the coat worn by a member of the Somerville Club signified "Tramp" or "Treasurer," and finally a committee of one was appointed to investigate the affair and report immediately after so doing. The committee performed its duties and reported that the gentleman in question was the Treasurer of the Somerville Cycle Club, and furthermore that the social officers of that organization had the first letter of their title embroidered on their cycling clothes. But these are not all the wheelmen that gathered about the old favorite rendezvous, as Capt. Robinson of the Rovers, and Capt. Kehew of the Cambridgeport Clubs were there with a number of their followers, and the Newton, Somerville, Jamaica Plain, Boston and other organizations were represented.

THE members of the Somerville Cycle Club have long been dissatisfied with their present quarters on Winter Hill, and have been discussing the advisability of either renting or building a new club house. Knowing that the erection of a house would be beyond their means, they appointed a committee to look around for new quarters, and that committee hearing that a new building was to be constructed on the corners of Medford and Pearl streets, near the Winter Hill station, it made arrangements whereby the club will have the entire second floor built as it desires. It is proposed to have the room fitted up in the latest improved manner, and if possible make them far more pleasant and comfortable than any wheel club rooms in the State. This club has the reputation of being the leading club in road affairs in the State, although Capt. Kehew of the Cambridgeport Club questions the fact. On the first run of the season the club turned out about twenty members, and although there was no club run called for Sunday, several members represented the club on the road.

THE Cambridgeport Club generally manages to turn out a goodly number of riders on club runs, and on the afternoon spin of last Sunday some fifteen members participated, including the major portion of the officers.

THE Charlestown Rovers gave a full dress rehearsal of their minstrel show in Association Hall on Wednesday evening, and the members said their "little ditties" to the entire satisfaction of "Band Master" Hall.

As was stated in my last letter, the touring committee of the Division is hard at work preparing for a tour to the Niagara Meet. It has already been decided that if arrangements for the proposed tour are consummated, the start will be from Buffalo [Does not our correspondent mean Albany?—ED.] and not from New York as was first contemplated. Capt. Cubberly of the committee left for a trip West during the week, and while there will talk the matter over with several officials of other States and find out what are the best roads and hotels to stop at while on the trip.

THE wheelmen of Boston seem to be much pleased with the idea of holding the annual spring meet of the Division at Worcester on Decoration Day, as it will give them an opportunity of meeting their Worcester brethren, and also of attending the annual races of the home club.

TEN members of Company H, First Regiment Infantry went through a bicycle drill at the annual party of that organization in Chelsea last Tuesday evening. As they turned by company front, fours and by single file, the Governor, Adjutant-General, other military gentlemen, and the members of the Chelsea Ramblers, assembled for that special purpose, cheered the plucky militiamen to the echo.

NEW YORK.

"HAWKSHAW."

How few riders there are who when upon the road, think that their appearance there is somewhat in the light of an object lesson to the public, and that in consequence they should endeavor to show the onlooker what a pleasure cycling really is! Unfortunately most wheelmen when once they are mounted and off, seem to forget this fact, and by costume, carelessness, and bad riding form, often cause unfavorable criticism from the observant public, instead of praise. To practice form, i. e., to ride gracefully and easily, was one of the first lessons I ever received in wheeling, and that I profited no more than I have, was purely my own fault, and not that of my teacher, as I had as a preceptor in this, one of the best exponents of all that is worthy of admiration in cycling that I have ever seen, and that man is the "Old Vet," W. R. Pitman. In my first road rides, I had him for a companion, and he never failed to remind me that to ride well and easily was the best and surest way of advancing the cause of wheeling. Many and many a time, when he and I have been on a steady grind, up a heart-breaking hill, or endeavoring to force our wheels through a bad spot in the road, has he cautioned me, as we approached a pedestrian or driver, to hide from their scoffing eyes every evidence that I could of the labor I was doing, and often have I tried to do so, with a smile upon my lips, when my heart and lungs seemed threatening to tear themselves to pieces from the exertion I was making. The "Old Vet" was right though; when an observer sees a rider bending over his wheel, every muscle and line in his face and body tensioned and straining with the labors he is making, the onlooker is certainly not tempted to take up riding from any admiration he may have for its ease and grace, as shown him by such an example; but let a rider come by, causing each stroke of his legs to tell their tale in the propulsion of the wheel, making perhaps less speed than the "scorcher," but making his headway with ease and grace, and if the observer be not then taken with cycling, it is because he never will be. Understand me, I do not mean that men "should ride to the grand stand," i. e., be constantly on parade as it were, but I do want to convince my readers that appropriate dress, abandonment of the nose grinding position on a wheel, and an endeavor to disguise the punishment of a long up grade or a bad road, are three things that constitute what I call good riding form, and will win for those who exhibit it and for cycling, the plaudits of all those from whom praise is wanted, or worth having.

FEW persons who glance over the pages of the WORLD each week, have any idea or appreciation of the labor that has been employed in spreading before them a diary of the week's wheel doings, from all over the world. I do not refer to any other than the purely literary labor involved. To fill each and every column of this paper takes nearly four fools-cap pages of closely written manuscript and when one multiplies the number of columns in the paper by four, and as a result sees the number of pages of copy that the editor has to wade through and endeavor to get into readable shape, a faint idea begins to dawn on one of the labor involved. How often have I heard a reader pick up a wheel paper, and after glancing over it, throw it aside with some damnatory remark of dispraise, when in almost every case the critic would be himself unable to either write, correct, or correctly write, one column of copy to save his soul. To any one who has tried the trade, profession or pastime, call it which you will, of journalism, reporting or "copy grinding," such critics as the foregoing are not valued very highly, in fact they are not valued at all. It is easy enough to produce copy when one has a choice or variety of subjects, but when you are kept down to only one thing, day after day, week after week, year after year, as in cycling literature for instance, the copy producing capabilities of the brain are soon reduced to a minimum. Take my own case as an example, I am, I think, the Nestor of American wheel writers, there being to day, not one regular writer upon the wheeling press in this country who was there when I started, I have therefore during the past eight years and over, written column upon column of stuff relative to cycling, viewing it from every possible and impossible point, past, present, and future; I have sung its praises, damned its enemies, and indulged in its politics, mourned over its failures, rejoiced over its success, encouraged its defenders, derided its enemies, and in a thousand other ways turned the kaleidoscope of cycling round and round to secure new pictures for the eyes of the reader, and yet I am expected to write for them to-day just as many and as novel bits of reading matter as though for nearly nine years I had not been constantly doing so for them upon the one subject of cycling. Therefore, kind reader, and would-be critic, be lenient with those who like myself, fail sometimes to destroy fair paper and good pens in a satisfactory manner to you. You

can see how hard up I must be for copy at this very moment, when I sit down and use up nearly my entire space this week in telling you about the shortage, but then you see, "there are tricks in every trade but ours" and we don't have any, because our readers are always so shrewd that they never fail to discover trickery, so there would be neither gain nor glory in attempting to impose anything upon them.

ONE summer I was beguiled into spending a few weeks' vacation back in the country, trying to convince myself that the canned vegetables I got there were better than those I had in the city, because they were more poorly cooked and of a cheaper variety than I had been used to. That I failed as others have has nothing, however, to do with this story. On the adjoining farm to where I was stopping, lived, or rather vegetated, an ancient "hay Reuben," whose face was ornamented with a set of straggling whiskers that looked like fine-cut chewing tobacco, and which caused the city boarders at our place, to nickname "Old Lilacs." Now "Old Lilacs" had a mare that was as skittish as he was sedate, and as hard mouthed as her owner was hard headed. Notwithstanding the fact that whenever she felt inclined she used to take the bit between her teeth and run away, dumping her owner out if it suited her, the old man always said she was just as gentle as a kitten, though he never did say just whar kind of a kitten he referred to. He said she would not scare at anything on earth, except one, and that one was a bicycle, so you can just imagine how much "Old Lilacs" liked our party of three, each with a wheel. One day, when returning from the village, where he had taken more than one drink of apple Jack, the mare several times gave "Old Lilacs" notice that she was bent on mischief, but he failed to take the hint. All of a sudden there was a snort, a jump and an upset all mixed up in one, and the mare with the wagon sped towards home, at a mile a minute gait. "Old Lilacs" gathered himself together, and began to look around for the bicycle, which was the only thing he claimed would scare his mare, but he couldn't see any signs of one, and he was at a loss to explain the sudden departure of his favorite animal, until his eye happened to rest upon a sign freshly painted upon a neighboring fence, then a smile of contentment and knowledge came upon his face, as he muttered, "I knowed that are mare must 'a seed one of them bysickels or she wouldn't got so almighty scared." The sign read, "Buy Calcutta Cycles." That was a mighty knowing mare, wasn't she?

PENNSYLVANIA.

"ARIEL."

THE Columbia Cyclers held their first smoker and athletic entertainment on Saturday night, April 5th, in the riding school of Strong & Green, North Broad street, back of which the club rooms are located. The affair was a remarkably successful one, both in point of events and numbers, there being representatives from nearly all the local clubs, a number of the Century and Wissahickon men attending in a body. Sparring and wrestling constituted the principal attractions of the evening, some well-known talent appearing in each, and lest their guests should go dry the hospitable entertainers had provided, in the rear room, a barrel of most excellent cider, with pretzels as an accompaniment. The last event of the evening was a polo match on Eagle bicycles, between Messrs. John Hazleton and Edwin Roe, of the club, whose clever work with theirmachines elicited much applause. It was a close game, but Mr. Hazleton finally won with three goals out of five. The Columbia Cyclers are one of the thriving young clubs springing up in the vicinity of Broad and Culumbia avenue, and are rapidly growing.

WITH so many ladies riding in Philadelphia, it was only a matter of time before an organization for their exclusive benefit would be formed, and on Saturday night, at the residence of Miss Dunbar, Sixteenth and Park avenue, the "Fairmount Lady Cyclers" began its life, with some twenty-odd names at the start. The officers elected were as follows: President, Miss E. A. Dunbar; Vice President, Mrs. Charles Sulzner; Secretary-Treasurer, Miss C. V. Westacott; Captain, Mrs. C. W. Dalsen; Lieutenant, Miss Ida Barnes. For the present the monthly meetings will be held at the houses of the various members, but club runs are to be regularly called, and the youngest and fairest of Philadelphia's cycling organization's new color—deep orange—will soon be a familiar figure on the road.

MANY times the question has been asked, of what good are the Associated Clubs? Well, that organization recently succeeded, in connection with the efforts of the Chief Consul, in having some of the objectionable restrictions relative to the use of cycles in Fairmount Park removed; and the Philadelphia, Newtown and New York Railroad has just rescinded the order making charges for bicycles, the association having taken up that matter.

ARRANGEMENTS for the Division meet in June are being rapidly pushed, and all the committees will be announced this week. The endeavor has been made to give all the clubs as equal a representation as possible, while at the same time making the appointments of such well-known business men whose especial fitness and experience for the work could not fail to materially aid the success of the movement. It must be borne in mind that the older organizations have more men of this class than the younger clubs; hence the *principal* appointments must come from their ranks.

IN the appointment of Mr. George D. Gideon to the National Racing Board, President Dunn has not only paid a graceful tribute to the Division, but has made the best selection possible. It is, emphatically, the right man in the right place.

NEARLY all of the city clubs will wind up the social season in a blaze of glory. Century gives the annual club dinner at Reiss' restaurant, on 22d inst. (by the way, at their last meeting this club decided to limit it active membership to 200 and its associate to 50); South End has a full dress ball at St. George's Hall this month, and Pennsylvania also has a full dress affair.

PEORIA, ILL.

"CYCLOPS."

THE regular monthly meeting of the Peoria Bycycle Club will be held next Monday evening, at which time the regular tournament committee will be chosen and instructed to take up the labor of raising funds and making all the necessary arrangements for our second annual tournament, at once. It is proposed to make the canvass this year for cash only, and the prizes can then be selected and purchased by the committee themselves, which will assure contestants of a much better class of prizes than those of last year. It is also proposed to offer a "full line" of special prizes for Eastern and Western flyers, breaking of records, etc.

MR. OWEN EYEMAN of McPherson, Kan., is doing a little touring awheel, combining pleasure with business. He writes a friend here that he rode from Scott City to Garden City the other day in two hours and forty minutes, distance forty miles, and the roads like a floor. What a heavenly country that must be for a wheelman; why, a man couldn't ride forty miles in Illinois just now in two months, but let us hope that the movement of the Illinois Division to form an Illinois State Road Improvement Association will meet with the encouragement it deserves, and that we shall soon derive some benefit from it. The Kankakee Valley Horticultural Society brought the matter up in open meeting a few days ago, and voted unanimously to join the association that is being formed by the wheelmen of this State for the improvement of public highways in a body as soon as organized. This is an encouraging sign surely, and it is only one of many. The report of Mr. Nichols, Chairman of the Committee on Road Improvements, will doubtless overflow with encouragement to the Division.

CHICAGO.

"THE STROLLER."

THE Lincolns have been taking a hand in politics, our recent local election giving them the opportunity to do so. One of their members was nominated for a local office and thought he ought to be elected. His club mates thought the same and they immediately proceeded to boom him with the usual brass band and band wagon accompaniments. In fact every one on the North Side knows all about the Lincoln Club now. And what is more they succeeded in electing their man by a fair majority, and the club is entitled to the credit of his election.

THE Illinois Club have finally perfected arrangements by which they will have a club house built for them on Washington Boulevard. The same to be ready for them at an early date and to be a marvel of completeness when finished.

A DRIZZLING rain spoiled the Easter riding for us in the afternoon, although the forenoon was enjoyed by many wheelmen.

SHERMAN of the Chicago's has changed his mount this year from a safety to an ordinary, and it is gently whispered around that Sherman's march to the sea was as nothing when compared with Sherman's grand and lofty tumbling on the first day's struggle with the ordinary.

THE Chicago's vs Lincoln Billiard Tournament has been won by the three C's representative, and now comes the pool and baseball contests. Roger Hall says the Lincolns will come out victorious in these contests, while "Twinkle" sighs and says he hopes so.

THE ex-president of the Chicagos has an "ad" in the last number of a local cycling paper that is a startling commentary on the manners of many of his club mates, unless, indeed, he refers to the eating capacity of "Our Win" and "Bro. Geo."

THE Englewood Club netted something like $450 from their raffle. Quite a nest egg, which will be carefully set aside as the nucleus of a building fund, as they are ambitious to own their own club house in the near future.

NEW JERSEY NOTES.

"NITRAM."

IN commenting on the article published in the *Bearings* of March 19th, stating that "the Rutherford Wheelmen have about gone under," I should like to say that this club is very much alive for a club that has gone under. The *Bearings* probably got their information from some very unreliable source. The club has of late been in a very torpid condition it is true, but that was simply "the calm before the storm." Within the past few weeks, however, fresh interest has been awakened, and hopes are entertained of a marked improvement this season. A very enthusiastic meeting was held last week, and a new Board of Officers was elected.

SIX members were expelled from the club at a recent meeting, and their names were ordered published. [Our correspondent sends us the names of the six but we decline to publish them. In the first place we doubt the good taste of publishing these names, and next we refuse to hold up to contumely any man, unless we are *personally* satisfied that such action is justifiable.—ED.] The talk of the club has been one of the expelled member's recent escapade with the Hancock medal. This was a diamond centre gold medal given to the old Rutherford Wheelmen, now the Rutherford Field Club, by Hancock Council A. L. of H., to be ridden for semi-yearly, and to become the property of the rider winning it three times in succession. This expelled member, who won it last spring, took it away with him. He "hocked" it and then sold the ticket. The purchaser redeemed the prize, took the diamond out and melted the medal. This expelled member came here to defend the medal, and was defeated by the ever-popular F. N. Burgess, and so the story came out.

BRIDGEPORT, CONN.

"NOSTAW."

AT a meeting of the Rambling Wheelmen held April 2d, the semi-annual election of officers took place. The meeting was a very enthusiastic one; a letter was read from Chief Consul Post regarding the many advantages obtained by becoming a League club and the matter will be brought up and voted upon at the next meeting. The members of the club seemed entirely in favor of the new proposition and the Rambling Wheelmen will undoubtedly be the next club in Connecticut to join the L. A. W. ranks.

THE Rambling Wheelmen will hold their 3d annual meet in this city on Decoration Day. This event bids fair to rival all efforts of this club in previous years.

THE number of lady riders of the safety this year is surprisingly large. Nearly every day we now see some fair friend most unexpectedly come out mounted on a safety. For health, vigor, and ruddy cheeks nothing is its equal. Who ever heard a wheelman disparage the sport or say he had received no benefit therefrom? In all my experience I have never met a single one who was so (myopic) as to let such phrase pass his lips.

DETROIT, MICH.

"JUDGE."

ALTHOUGH cyclists at large have not known much lately about what was going on in the "City of the Straits," things have been going on all the time and I am very happy to state "going on" in the right direction. All winter the Star Club members have enjoyed to the utmost the pretty little club rooms at 89 Miami avenue; many a good time have the Star boys had; theatre parties, pleasant entertainments, have helped to pass a rather disagreeable winter.

WHAT were the Detroit Bicycle Club members doing all this time? Well, they were talking quietly amongst themselves about "reorganizing." They were perfectly aware of the fact that for the past two seasons they have been (to put it mildly) rather slow. A meeting for the purpose of reorganizing was called; a letter from Mr. Bassett was read as to their right to a change of name and as he (Mr. Bassett) stated the change could be made if it was not a new organization, the name was changed to the "The Detroit Wheelman." The club did not wish to lose its League standing, as it is the twelfth oldest club in the L. A. W. New members are coming in rapidly and the success of the club is assured. I shall keep the readers of the WORLD informed as to wheeling matters in this vicinity to the best of my ability, only don't expect too much of me. We can't all be Hawkshaws, you know. Without doubt, Mr. Hawkshaw's notes are the best that appear in any wheeling paper in this country. I have enjoyed them very much (of course it is hardly necessary to say I mean Hawkshaw of New York)!

BALTIMORE.

"NORVAL."

THE Hagerstown, Md., *Globe* says: Our local wheelmen have been able to enjoy the exhilarating pleasure of cycling almost without interruption the entire winter season. The fact is likewise remarkable. Even on occasions when the ground was slightly frozen, and at one time when snow covered the ground, beginners were seen practicing on new mounts and veterans were seen spinning through the streets. Possibly it will be years before such a privilege will again be enjoyable in this latitude. But, with an average season, there are only a few months in the year that wheeling is not a pleasure in and around Hagerstown.

A GOOD track fit for training and fast time is especially wanted by the wheelmen here.

ALL new members joining the Maryland Division, L. A. W., will be furnished with a road book until the present supply is exhausted.

ON Saturday, April 5th, John F. Oldfield succeeded in climbing Tower Hill, Druid Hill Park, on his bicycle. This path is very steep and leads from Mt. Royal avenue to Druid Lake. Few wheelmen ever attempted to climb it. Mr. Oldfield accomplished the extraordinary act in the presence of several officers of the Park.

A NEW club will probably be organized in the northern part of the city in the near future. Already twenty-five have signified their intentions of joining, and soon as twenty-five more join, the club will be incorporated. Baltimore then will have the honor of having seven clubs.

MR. THOMAS LIGHTCAP, late a member of the Hagerstown, Md., Club, died at Hagerstown on Thursday night, April 3d. Several members of the Hagerstown Club attended the funeral of the deceased, which took place on Friday, April 4th, from his parent's residence at Chambersburg, Pa.

SYRACUSE.

"SALINA."

AMONG the recent events in this city, occurred the death of Mrs. Milton S. Weaver, wife of an active member of the Syracuse Cycling Club. This was the nearest to an invasion by the dark enemy into the clubs' ranks since its organization five years ago. A delegation of wheelmen attended the funeral and the club expressed its sympathy by sending a large floral tribute. Mrs. Weaver would have ridden a safety this season had she lived.

THE past week has brought sunshine and dry streets to us again, and cycling has revived considerably. Our only street of asphalt is blue with bicyclers every afternoon. Nearly all of the ordinary wheels in this city are for sale, the owners being desirous of purchasing safeties.

IT has been the custom of the Syracuse Cycling Club to enjoy a club run or an excursion of some kind every year on Decoration Day. "Where shall we go this year?" is being asked, and Avery always answers "Rome." The Rome Bicycle Club has extended an invitation for that date to join in their tournament. It is said the Cortland County Cycling Club is arranging for a race meet on Decoration Day. The choice undoubtedly lies between these two places.

Lady bicycle rider No. 2 has been discovered in Syracuse. She is the wife of A. L. Bradley of the Syracuse Cycling Club. It is claimed on good authority that Mrs. Bradley learned to ride before Mrs. G. H. Harris who was supposed to be the first lady cyclist in the city.

NEWS AND COMMENT.

AT a special town meeting held recently in the town of Newtown, Ct., it was resolved: That, the selectmen be authorized to macadamize the main road of the town from the head of the street to the depot (about two miles) at a cost not to exceed $4500. Work to begin as soon as practicable. Thus the good work goes merrily on. May we live to see the entire list of towns in Connecticut follow in the steps of the enterprising citizens of this beautiful town and build *good* roads, which shall not only prove a source of pleasure but of profit as well.

AMONG the most prominent of St. Louis' fast men on track, road and hill are named, George Tivy, Percy Stone, H. C. Wolzendorf, Captain Jordan, Hal Greenwood, George Wilder and Bert Taylor.



VIBRATION

is one of the ills that the average cycler falls heir to,

—AND—

ANTI-VIBRATORS

are what cycle makers have been striving to produce.

With what success, we leave the wheelmen to judge.

Now we have not tried to get up any patent, new fangled anti-vibrator for the Eagle.

WHY?

In the first place we don't need to.

In the second place—well, we think the first reason is good enough, and we will not give any other.

There is no vibration to the rider of the Eagle, that is, no more than there is to a man when he is walking or running.

The Eagle is nothing more than a walking machine, on which the rider walks or runs on the pedals.

Now Nature has provided the man with a good set of anti-vibrators in the muscles of his legs and ankles, and as we don't pretend to improve on Nature, we have left well enough alone.

A little study of the construction of the Eagle will show that all the vibration to the rider is taken up by his legs and ankles, and a practical trial proves that the Eagle can be ridden on a rough road with more ease and smoothness than any other wheel.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

Speaking of Spring Frames.

How much cord wood could a man saw with a SPRING FRAME BUCK SAW, as compared with the man who uses the Saw with a proper frame?

ROVERS are built WITH proper frames.

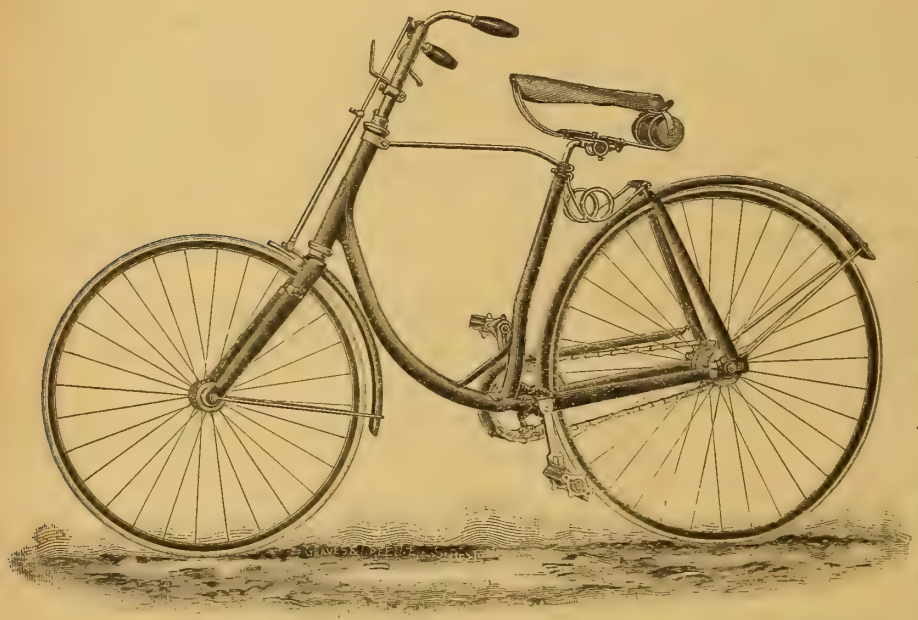
We handle five styles, ranging in weight from 38 to 48 pounds. They all start from the word go, and get there.

See Our Catalogue before you buy a Bicycle.

THE JOHN WILKINSON CO., Sole Importers,

55 STATE ST., - - CHICAGO, ILL.

Another Original Feature of THE AMERICAN RAMBLER is its BALL BEARING HEAD.



The balls in which are located at both upper and lower ends, and which are rendered dust proof by a new and unique device, arranged in such a way that the oil channel is exposed only when the handle bar is turned at right angles to its usual position. The head is reinforced at its lower end, doubling its power for resisting strains, and the distance between the series of balls is double that of the average steering head. This makes the joint extremely rigid sideways, yet perfectly free to turn, and, at the same time, twice as durable as the shorter joints, on the same principle that two hinges on a door are superior to one. The adjustment, too, is another noteworthy feature of this ball bearing head. It requires no lock nut and can be instantly made tight or loose, as may be required, by the moving of a single clamp screw.

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NEW ENGLAND BRANCH HOUSE:
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FACTORY:
222-228 FRANKLIN STREET,
CHICAGO, ILL.

CHIEF CONSUL BULL of New York State has issued a most attractive card, printed in purple and red, to the trade, clubs and hotels. To the card are attached application blanks for membership to the L. A. W. It is a capital idea, and the card is one that is bound to attract attention and secure members.

FAST DAY was a great cycling day in New England. The air was balmy in most sections and the roads from good to fair. The roads round Boston and vicinity just swarmed with riders, and if any one who thinks "Cycling is on the decline," had been on the boulevard on Fast Day they would have changed their minds. The safeties were vastly in the majority.

THE *Scientific American* in treating of the all-absorbing question of Road Improvement quotes Prof. Jenks of Know College, Illinois. If every farmer and country store keeper would only lay the professors words to heart and realize how true these are, no stronger argument would be needed. "Professor Jenks argues that with good permanent roads freight could often be hauled ten miles on wagons cheaper than it could be taken one mile on a dirt road to a railway station, unloaded, put on the cars, and carried to its destination. Of the social influences of good roads he says that 'a large part of the mental inspiration of the farmers depends upon their ability to attend church, lectures, concerts, and social gatherings at a distance; and really good roads, by enabling them to go so much more easily, would doubtless raise the whole intellectual tone of the farming community, besides keeping within the healthful influence of the farm, many who are now forced into the towns."

THE new athletic grounds at the St. Joseph (Mo.), Exposition Grounds will be opened April 20, with general sports. The first event will be a two mile handicap, free for all, with twenty starters, three in each heat, and seven in the final, making eight heats.

THE Exeter, N. H., *Gazette*, says: "Twelve eminent engineers and railroad presidents, and experts from Europe, San Francisco, Oregon, Colorado, New York and Canada, tested Boynton's bicycle road Friday. The opinion was unanimously expressed that all railroads would have to adopt the system, from its safety and speed, which was admitted to be possible from 120 to 150 miles per hour. Severe tests of curves, grades and obstructions were successfully made."

IN answer to our correspondent from Baltimore we would say that the distance ridden in the Irvington-Milburn road race is 25 miles. Address M. A. Barkman, 240 Broadway, New York.

THE St. Paul (Minn.) *Pioneer Press* produces the following soul-stirring, muse-inspiring opinion of cycling and cycles by a local lady: "Oh, yes, I shall be glad to welcome the cyclers with the robins this spring," exclaimed a beautiful St. Paul lady with an eye for the poetry of motion as well as sentiment. "They look so weird and ghostly in the gloaming, when the dusk hangs its heavy curtain abroad on the earth, and the spirituelle form of a young bank clerk or stenographer goes gliding through space, high above the shadowed ground, his wheel invisible, and only himself cleaving the dusk heavy with ambrosial dews. I think they are real cute."

Her single auditor turned away to conceal his emotions, and when she again spoke he had fortified himself for further disclosures. She continued:

"And when the red lantern is seen moving mysteriously adown the hill on Third street, or bowling along Summit avenue like an unearthly meteor in the dead hour of a dark night, that, too, is real weird and—and funny. I do really think that the procession of bicyclers, with Chinese lanterns, at the last Third street illumination was the finest feature of the whole affair. 'Twas really magnificent. I have put a few of my thoughts on this subject into poetry. Would you mind listening to a stanza?"

"Most assuredly not," replied her companion. The girl thereupon recited the following in a clear, rich voice:

"The wheel! the wheel! The beautiful wheel;
Lighter than ever was waltzer's heel;
Gliding, sliding everywhere,
Cutting the circumambient air;
Fading away o'er the mossy green,
The prettiest sight that was ever seen;
A rider bold and his cigarette
Is a sight for gods and men—you bet."

THE Ramblers of Hyde Park, Mass., had a very enjoyable smoker at their headquarters last week Wednesday. Music, athletic sports, refreshments and a vigorous puffing at pipes and cigars was the order of the evening. Captain Robert Grant and George Dunham put on the gloves and gave as good an exhibition of amateur sparring as was ever seen in that town. George Walters and John C. Kennedy, two light weights, also gave an entertaining exhibition in the same line for two rounds. There was singing by W. Eugene Bolton and Peter Hussey, piano playing by Norman Scott, E. E. Abbott and B. B. Barton, banjo playing by Fred Presby, while Phil. Bird manipulated the tamborine and E. E. Abbott the bones. Grant and Dunham, while sparring, were photographed in a flash light by T. Walters.

Now that Nelly Bly is credited as being an expert cyclist, why does she not try to beat Tom Stevens' record and ride round the world on a safety? We believe the little lady is equal to any test of pluck, and were it not for the impossibility of an unprotected woman to perform that feat we should say that Miss Nelly was just the girl to do it.

A CORRESPONDENT from Williamsport, Pa., over the signature of "Sawdust," writes us: "The many readers of the WORLD may have thought long ere this that this section of Pennsylvania is a "dead rabbit" as far as wheeling is concerned, hence we now haste to put to flight all such impressions and let all know that the coming year will be the best in the history of the Williamsport Wheel Club. We now have a membership of about sixty-five and every one is anxiously waiting for the glorious (?) mud to disappear that we may enjoy the country rides which were prohibited last year because of nothing but rain and floods. The question which is exercising our local riders most is, 'When will the new Athletic Park be finished?' When that is completed the wheelmen here will be in their glory, for in addition to a fine cinder track, we shall have one of the finest club houses in the State and shall then be prepared to give all visiting cyclers a hearty welcome in our own home. It is very likely that we shall arrange a race meet later in the season, notice of which will be given in your valuable paper."

THE Farragut Bicycle Club of Chicago was organized March 22d with some twenty members. Only members of the Farragut Boat Club are eligible for membership. The Boat Club is well known among the oarsmen of the country, and we hope that the Cycling Club will soon be as well known among the wheelmen. The club house is located at 3016-3018 Lake Avenue, and is second to none in the West.

THE following startling item is taken from a Baltimore paper and the truthfulness of the statement is vouched for by the secretary of the Centaur Club: "A member of the Crescent Cycle Club of Baltimore met with a peculiar accident on Sunday. While riding on Falls Hill, above Reisterstown, his cycle, one of the safety pattern, struck some object which caused the machine to jump, and both rider and cycle went over a five-rail fence. The rider escaped serious injury. Members of the Baltimore Centaur and of the Westminster Cycle Clubs saw the accident."

THE Union Cycle Club, composed of wheelmen residing along the Pawtucket Valley with headquarters at Natick, R. I., was organized March 24, 1890. The club starts in with ten enthusiastic members, who will endeavor to awaken a new and added interest among riders and others in the popular and healthful sport.

SPEAKING of the New Haven Bicycle Club Tournament the *Palladium* says: "Everything looks very encouragingly for the race meeting of June 9. There will be 1,000 wheelmen in the city from all parts of the country, and in the morning a grand parade will occur. The races will occur at Elm City park during the latter part of the morning and in the afternoon. The club will furnish $600 worth of prizes for the winners."

A CORRESPONDENT from Cherry Valley, N. Y., writes us: "There are two ladies riding safety bike here but have become so frightened from their dresses catching between cranks and pedals, not in chain, that they can hardly be induced to ride at all. There must be some way of overcoming this, as we constantly note increase in number of lady riders. Please answer above and greatly oblige." [To our correspondent and others who have seen and experienced the same difficulty we would say that the trouble must be in the construction and length of the dress. We can recall no instance of the trouble alluded to except in cases where length or elaborate trimming has been the offender, or else a tear in the dress or loose braid has led to the winding up. Have the skirt plain and do not let loose ends remain and we think there will be no trouble.—ED.]

A YOUNG man named Roderick M. Campbell, who says he lives in Pittsburg, Pa., was arrested at Washington, D. C., on Saturday April 6, charged with selling a rented bicycle to H. T. Cook for $25. He had rented the machine from a local dealer. H. T. Cook, however, had Campbell arrested before the check was cashed. Campbell when arrested had in his possession a signed receipt for two bicycles, dated for the month of May, 1889. The charge of forgery will likely be placed on him now.

Two bicyclists, of Raleigh, N. C., Will Wynne and Tom Dunn, will start on their trip to Boston in a few days. They will go by way of Richmond, and expect to make Boston in ten days. They propose to make at least a hundred miles a day, and will go the

whole distance to Boston and return on their bicycles. They will follow the route designated by League hand books.

THE New Bedford (Mass.), Cycle Club dinner Wednesday evening at the Mansion House, New Bedford, was a successful and pleasant occasion. Forty-six persons enjoyed the spread. George W. Parker was toast master, who opened the speech making, and called on Dr. William H. Emery, Chief Consul of the Massachusetts Division, L. A. W., he responding in remarks upon the good influence of cycling upon the young men of to-day. He was followed by Representative George F. Tucker; Albert B. Drake, superintendent of the Board of Public Works; Mr. Doane of Dorchester, and Mr. Nettleton of Meriden, Ct. Toastmaster Parker paid a high compliment to Superintendent Drake. A musical programme was enjoyed in the parlor of the house.

SINCE some of the prominent cycling clubs of Philadelphia have decided not to admit ladies to membership on account of the expense of the luxury, the lady-cyclers have organized a Cycling Circle to enjoy the pleasure and expense on their own account. About thirty names to start with is an assurance of success.

THE Portland (Me.) Wheel Club are looking at a house which will afford them new club rooms and storage for wheels—their present quarters being too small.

WE would like to hear more particulars about those claimed records of Tom Busst, of Australia, of the mile in 2.27 1-4, and the five miles in 13.25 1-2. These times, it is claimed, were made in competition.

THE Rovers of Charlestown, Mass., held their minstrel entertainment last evening. We are sorry we have to go to press without giving the particulars, and we are also sorry that we could not avail ourselves of the complimentary sent us.

THE St. Augustine, Fla., city authorities lately passed an ordinance that bells be attached to all bicycles ridden after nightfall. It seems that a number of riders wishing to take a ride and not, as they claimed, being able to purchase the regular signal bell several of the cyclers, wishing no doubt to express their disapproval of the ordinance, fastened large gongs, dinner bells and cow bells to their bicycles and started out. It was said that the mayor had learned of the scheme and had instructed the police force to arrest the riders for creating a nuisance. Five of the cyclists were arrested on this charge. The cyclers claimed that they complied with the ordinance, which does not specify what the size of the signal bell shall be, and that they could not violate one ordinance while complying with the provisions of another. They were tried by Judge Cooper, who stated that while the wheelmen evidently intended to comply with the ordinance, they complied to such an excessive extent that he would have to fine them $1.00 and costs for disturbing the peace.

THE Niagara Falls Bicycle Club gave a very enjoyable party at its club house last week Wednesday. Thirty-five couples were present. Music and progressive whist was the entertainment furnished.

In all probability the spring meeting of the Massachusetts Division will be held at Worcester, May 30th, on the occasion of the Bay State Wheelman's tournament of that city.

THE *Item* Five Mile Bicycle Championship Challenge Cup road race promises to be an immense success, and the entries of many prominent racers have been assured. The prize which is to be given by the *Item* will be a handsome silver cup, beautifully engraved and suitably marked to denote the Five Mile Bicycle Championship of Philadelphia. The entrance fees are to be used for the purchase of a second or consolation prize. Mr. B. F. McDaniel, the well-known racer, has become interested in the race, and although ineligible to compete, will give a handsome third prize. Only residents of Philadelphia may compete, and the entries, of which the *Item* reserves the right to reject any, will close on May 1st., 1890. The first race will be held on Saturday, May 10th, over the "Century" course, starting at Haverford and finishing at Bala. The race to start at 3.30 o'clock promptly. The second race, (the cup is to be won twice before becoming personal property) will be on Saturday, June 7th, over the same course, the entries for the second race to close on June 1. Entry and entrance fee to the sporting editor of the *Item*.

CHARLES WILSON, JR., of Philadelphia, had an extremely narrow escape on Wednesday afternoon last. While riding on Rope Ferry road, near the Philadelphia Driving Park, he was deliberately run down by a couple of "road hogs" in a carriage. Mr. Wilson was chased and caught by several other drivers and one of them, a liquor dealer by the name of Keenan, drew a revolver on Mr. Wilson and would have shot him had it not been for the prompt action of the latter, who held his assailant until he was disarmed by a police officer. After the two horseman saw how serious the matter was for them they tried to square things up by offering to pay for the damage to the wheel, but Mr. Wilson declined to accept any settlement, rather preferring to have the matter settled in the courts, where he proposes to prosecute his case to the full extent of the law, and make an example of these two.

BANQUET TO FIRST VICE PRESIDENT EMERY.

DOCTOR EMERY'S fellow club members gave the First Vice President a pleasant surprise in the form of a complimentary banquet at Young's Hotel last Saturday evening. It was given in honor of the election of the club's President to the high position of First Vice President of the League. Over thirty members and guests sat down at 8 P. M., and it was well nigh midnight before the exercises were brought to a close.

In response to the toast of "Our Honored Guest," Dr. Emery replied in a very feeling way, touching on the good fellowship and the pleasant relations which had always maintained among the members of the club. Other speakers followed, and all gave testimony to the sterling qualities of the Doctor as a cyclist, a club member and a League worker.

The outside guests of the evening were Abbot Bassett, C. S. Howard, E. G. Whitney, A. W. Robinson and C. W. Fourdrinier.

A sketch of the Roxbury Club (The Doctor's club) will not be devoid of interest here.

The Roxbury Bicycle Club was organized June 11, 1886, with eight members, five of whom are still active.

Dr. W. H. Emery was the first president of the club and has been continued in that office up to the present time.

Mr. John S. Lowell was its first captain and held the position up to a year ago, when he was elected vice-president.

The original idea that the Roxbury Club should be an active riding club has been adhered to, and the boys have always made a creditable showing "on the road." On February 4, 1887, its first annual dinner was held at the Revere House with every member present but one, and he was called away at the last moment by special business. The dinner has been a regular feature ever since.

The first annual ball was held January 18, 1888, and was so successful that each year it is looked for as one of the cycling events in this vicinity.

On July 16, 1886, several vacancies existing in the board of officers of the State Division, the club recommended to the Chief Consul the appointment of Dr. Emery as a member of the board. This was the first L. A. W. office held by him. The club has been a League Club from its formation.

While many clubs have taken headers to dissolution in the last five years, the Roxburys have grown steadily up to the present time. When one has dropped out more have come in and to-day it numbers forty-two active members with several applications, the idea of limiting its membership is being discussed. Its members are noted for kindly courtesies to each other and many acts of kindness might be enumerated. No quarrel has ever taken place in the club, the disposition to pull together being so strong as to overcome all personal differences.

Captain Keltie, the present captain, is well known as a sterling road rider who seldom gazes upon anybody's back wheel. He was the winner of the club medal last season. The club has no crack racing men to boast of, but has a number of riders who always show up well on a hard day's run, among whom might be mentioned, A. Keltie, J. Dolph, J. J. Fecitt, J. J. Bligh, J. Graham, A. Otis, R. Pinksohn, G. Marsters, F. F. Scholl.

THE CRESCENT CLUB OF BALTIMORE, MD

Editor Bicycling World: Referring to your paragraph, under the heading of "Baltimore, 'Norval,'" on page 499, of March 28th edition, relative to the "Crescent Club:"

The writer who has always taken an interest in the welfare of the club, wishes to say, that the rumor which is being floated abroad, has no foundation. The club at one time did boast of a membership of from forty to forty-three members, which gradually decreased to about twenty, when there arose some dissatisfaction amongst its members, which was the result of several more sending in their resignation with the object in view of joining the Atlanta Wheelmen; this, of course, does not hurt us in the least.

I am pleased to state that the Crescent Club is still in existence, comprising a membership of nine interested individuals who have decided to stick to the club, let come what may.

The present outlook is fair and if the membership increases, as it surely will, from the number of applicants who have expressed a desire to come into the club as soon as we succeed in getting into our new quarters, the booming of the club will be a certainty, and in course of time we hope to be well known for the interest we take in

wheeling matter. I hope you will corroborate the above statement in your next issue of the BICYCLING WORLD, and remain

Very respectfully yours, ENOCH M. BARKER,
In behalf of the Crescent members. Vice President.

ORANGE WANDERERS' TOURNAMENT.

ON Tuesday evening, April 8th, the Orange Wanderers held a grand tournament in Park Rink, Orange, N. J., and owing to the inclemancy of the weather the attendance fell far short of what it ought to have been. The programme was in every respect a first-class one. The events resulted as follows:

One-mile ordinary bicycle—D. Oakes, Riverside A. C., first; Chas. Hedges, Orange Y. M. C. A, second. Time, 3m. 27s.

One-mile safety bicycle—C. F. Coggeshall, Bloomfield Cyclers, first; Geo. Payne, Jr., second. Time, 4m. 1s.

Tug of war.—It was expected that this would be the principal contest of the evening, as teams from the Atalanta Wheelmen, Orange Y. M. C. A. and Elizabeth Wheelmen were entered. When the critical moment arrived the Atalantas refused to contend with the Y. M.C. A. team, as E. W. Logan, who was acting anchor, was their instructor, which makes him an out and out professional. The Elizabeth Wheelmen and Atalantas nerved themselves on the hemp, and with a long pull and a strong pull and a pull all together, which lasted for five minutes, the Atalantas finished victorious by two inches.

The next feature was the slow bicycle race. The trial heats were won by D. Oakes, R. A. C., C. T. Coggeshall, Bloomfield cyclers, and E. Townsend of the Orange Wanderers. In the final heat, Townsend had a regular walk over.

An exhibition of polo on bicycles between Dan J. Canary and C. E. Gaylor, and an exceptionally fine exhibition of trick and fancy riding by Canary, called forth a deal of applause from the appreciative audience.

The prizes consisted of medals and handsome trinkets in the jewelry line. Mr. L. H. Johnson acted as starter, S. L. Beals as timer.

THE BRIDGEPORT WHEEL CLUB'S BANQUET.

THE banquet of the Bridgeport (Conn.) Wheel Club, which always occurs just after the annual meeting, proved to be quite as great a success this year as in years past, on the evening of April 1st. At the banquet, which was held at the Opera House cafe, there were about fifty of the club, and their friends from New Haven, Messrs. C. T. Bartlett, Geo. C. Peterson, C. W. Morse and A. A. Munson, as well as Mr. A. Kennedy-Child. A pretty feature of the affair was the reserving of space on the *menus* for the autographs of all those present, thus making each person present the recipient of a virtual "autograph album" of his fellow wheelmen.

When cigars were doing all in their power to solace the weightier thoughts, and while the attendant waiters were summing up their gains in "tips," President Latham was loudly and repeatedly called upon for a speech. He said that, being the first of April, he would 'fool" the assembled cyclists in the time-honored way, and *not make any speech*. Some more-than-usually smart wheelman, however, had the good sense to look at his watch, and when he discovered that it was about twenty minutes past twelve, and consequently the *second* day of April, Mr. Latham was forced to continue, which he did appropriately, briefly summing up the past of the club and congratulating the members on the improved outlook, both socially and financially. Other members of the club were then called upon, and each said something. The merit of what they said was, that it was usually brief. No one had to go to sleep to get over the wearying effect of the regulation speeches. Then to vary the programme, Mr. Rowland read a poem (and *such* a poem) about "Mr. Horr and His Loud Trousers." Mr. Horr being the best known of the club members outside the city, this was very enthusiastically received. Then the New Haven visitors were called on, and Mr. Bartlett spoke with congratulation upon the good feeling existing between the New Haven Bicycle Club and the Bridgeport Wheel Club, saying he doubted if two other clubs in the country felt so perfectly in harmony. His remarks were loudly cheered, and Mr. Morse, of New Haven, followed with "more of the same," and thanking his hosts in the name of the visiting members. Mr. Peterson had a few words to say about Bridgeport young ladies, and as he said it particularly well, the roof nearly loosened itself. When the fellows had done laughing at this, Mr. Anderson, of the Bridgeport Club, was called upon for a sea story, which he gave in his own inimitable way, bringing out the point with striking effect. It was said that even the "pig" which had been manufactured out of an olive, with toothpicks for legs and some parsley for a tail, could not help roaring.

Mr. Neuman spoke for the ladies with considerable evidence of knowing what he was talking about. Several other speeches (?) of a similar character closed this part of the entertainment, and then the club returned to their rooms where an impromptu, very impromptu dance was held, Mr. Stevenson, the ex-secretary, acquitting himself with more than his usual amount of celerity. Then came the wind up of the proceedings with a "wedding." Mr. Ellison in "Millsey's" number eight and a quarter hat, was the clergyman (?), Mr. Newman was the "blushing bride," and Mr. Rowland with his usual dignity, not to say "nerve," personated the groom. The boys afterward agreed he was making this a chance to practice up before such a ceremony should take place in earnest. Mr. Neuman dressed in the pool table cover, draped with an American flag, and with three train bearers, was the very essence of maidenly grace, while Mr. Ellison with a copy of the WORLD in his hand, made an impressive minister. The music was furnished by Mr. Horr and Mr. Jennings on guitar and violin and was the well-worn "Mendel ssohn's Wedding March." The people within three blocks must have thought two o'clock in the morning a rather queer time to hear such a musical composition, but they get thoroughly used to such things in the Park City. The rendering of "Annie Laurie," and several other wheelmen's songs closed the affair, which was voted to be the most successful one in the history of the club. Every one was satisfied and no one "kicked," a rare thing among wheelmen. The clock struck three, and the boys having done their whole duty, dispersed with the "Good Night" song from "Erminie." The banquet was a thing of the past.

"EXTRA DRY."

OPENING OF THE PASSAIC CITY WHEELMEN'S CLUB HOUSE.

THE handsome new club house of the Passaic City Wheeling and Athletic Association was opened on Wednesday evening, April 2d, with a reception to the members and citizens of Passaic. Invitations were sent to many prominent people in New York and vicinity, and the result was an enthusiastic gathering of about 300, which included many prominent amateur athletes and representative citizens from New York, Rutherford, Paterson, and Elizabeth.

Mr. Orville Oddy, Jr., champion amateur billiardist, gave a very interesting exhibition of fancy billiard playing.

L. H. V. Angel of Brooklyn also took a hand at billiards, and Messrs. H. Rhody, of the American Athletic Club and M. Berger, of the Y. M. C. A. of New York, gave exhibitions of wrestling and boxing. The athletic exercises were interspersed with vocal and instrumental music. The singing of Mr. L. T. Shaw, a basso of Boston, was warmly applauded.

The building was accepted from the Building Committee by Mr. J. T. Granger, President of the club, and in an able speech, was turned over to the members and formally declared open for their use.

The new building is large and commodious, fitted with every appliance of a modern gymnasium, and is lighted by electricity, heated by steam, and cost about $15,000, most conveniently situated near the railroad, and has special accommodation in the basement for bicycles.

The club now has a membership of 115, and is rapidly growing.

AN AMENDE FROM "ARIEL."

I AM advised, by several of my South End friends, that in my account of "Pennsy's" Athletic Entertainment, I omitted mention of the fact that the South End tug-of-war team pulled the men in gray. They have my apologies. The omission was due to the simple fact that the festivities were kept up to an unusually late hour, and understanding that the Century-Pennsylvania pull was not only the *piece de resistance*, but also the last event of the evening, as soon as it was over a grand break was made for the last car, at 11.45, down Girard avenue, the failure to catch which meant either a four-mile walk or a roundabout two-hour trip by night lines. I have, personally, no knowledge of what took place after I left, and in fact everyone who took the car with me supposed the affair to have been wound up. I re-open the matter—trifling as it may seem—at this late day, only that any erroneous impressions may be corrected. "ARIEL."

Philadelphia, April 6th, 1890.

THE QUARTER MILE RECORD.

WE received the following telegram dated Montgomery, April 8th: "I broke world's quarter, officially timed, thirty-two seconds; documents forwarded." FRANK M. BELT.

THE Elizabeth, N. J., Wheelmen are highly incensed over an assault made on Capt. F. C. Gilbert, L. B. Bennett, W. H. Caldwell, A. F. Calkins and H. Whipple by Theodore Glaser and Fritz White. [Particulars too late for the issue.—ED.].

ROUTE WANTED.

Editor Bicycling World: Will some member of the L. A. W. kindly advise me of the best bicycle route from Columbia or Nashville, Tenn., to Louisville, Ky., and Cincinnati, O. Several of us contemplate making the trip next month, and as we are unacquainted with the country in that section we will appreciate any information concerning roads, etc. * * *

Yours very truly, W. H. JONES.
Sheffield, Ala. L. A. W. No. 20526

A NEWSY LETTER FROM "SENATOR" MORGAN.

Editor Bicycling World: The world of cycling, as reflected by the weekly receipt of my old friend, the BICYCLING WORLD AND L. A. W. BULLETIN, serves to keep the fact before me, as the Rev. John Jasper, of Richmond, Va., would remark, that the "wheeling world," as well as the sun, "do move," and moves with a rapidity that is undoubtedly one of the wonders of this athletic century—or rather, athletic half century, as the boom in physical culture can of course be easily traced as commencing since the fifties. The marvellous increase of the trade, and the numerous additions to the smoke-stacks of cycling factories, not only in England, but in America, the past two years, must be to all the pioneers a gratifying sign of the times, be they—the pioneers—active or retired at the present stage of the cycling rapid march of progress. Five years ago—yea, three years ago—we could easily count the native producers and big importers on the fingers of one hand, almost, but now one only has to consult the columns of the American "Thunderer" of the sport, to remark a progress, as I before stated, unprecedented in athletic history.

The East and West, who are claiming to have the only champion in Windle, Campbell and Lumsden, should know that there are three native-born Californians, named Frank Elwell, Charlie Wheaton and Harry Davies, all of 'Frisco, who, if trained properly, could in my opinion give Windle, et al., a race of no small order. I verily believe in Frank Elwell, California has a champion among champions, and having only seen him about twice in motion I can, by the evidences I collected of his ability while in Upper California, believe if brought to the post fit and well that he can defeat any American or English amateur to-day. Elwell stands about six feet, weighs about 180 pounds in racing trim, rides a 58-inch racer, and is as fearless and strong as a young lion, and is the quickest big man, barring Howell, I have ever beheld on a racer. Why don't the San Francisco Club go to work and get the three men, or at least two of them, and send them East in charge of an experienced trainer, as I verily believe they have the champion, if properly handled.

This reminds me to also state that while in 'Frisco I met John J. Wirtmer (late financial Secretary of the famous Buffalo Ramblers) and W. L. Hughson of the same club, who came West on—well on business, and succeeded in making more friends, I believe, than they did business. Wirtmer I met in Buffalo when there, and he reflects the many virtues of his club and city. Well, John got "stuck in 'Frisco" to use a vulgarism, and many 'Frisco boys (not saying anything of the girls) got smote on John, until cruel fate, as he calls it, sent him to Portland—and a good addition to the soulful boys here he made. He soon made friends here, and photographs of the Rambler in bicycle races, and in a canoe race on First street during our big flood in January sell big. His serious side of life consisted in representing Eastern manufacturers of Jack-pots, coal oil stoves, dinner pails, and lamps to light us poor North Pacific denizens on our way to——. Well, the Rambler rambles back to Buffalo next week, first going to 'Frisco to pick up his side partner Hughson, they stop to deliver lectures on the beauties of the Pacific Coast en route home, and can be engaged at boarding rates by bicycle clubs, restaurants, and other corportions and individuals who can trust them implicitly to eat three times a day. Wirtmer showed me a letter from his club mates and President yesterday. I refrain from publication as those heavy presses, whose "forms" you sometimes lift, would surely break down with the burden of the Rambler's song.

We don't want any editors out this way who will refrain from shouting, "We want good roads." A-la my good brother—Welshman Ap-Griffiths of the Buffalo *News*, I can readily forgive you Ap-Griffiths for taking liberties with Henry Sampson's *nom-de-plume*, but you would take back all you said about the tiresome practice of shouting, "we want good roads," if you lived in Oregon only two hours. Why sinners, saints, and the gang generally swear here on returning or going to church, at the vile state of not only our roads, but our sidewalks, Wirtmer, Knapp and self will back for utter badness against the world. Knapp left for the East accompanied by a backer whose pockets bulged out with cash two days ago; look out for Wilbur, if he trains hard, there's none better few as good. W. J. ("Senator") MORGAN.

Portland, Or., March 28th, 1890.

A REPLY TO MR. CLARKE OF MISSISSIPPI.

Editor Bicycling World: Mr. George Clark of Greenville, Miss., makes a stirring appeal in your issue of 21st March, to have the League meet in some southern city, in order to help the good cause in his state.

In reply will state:—That already four members have been selected to serve on the Racing Board of the 5th District, which comprises the states of North and South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Tennessee, Arkansas and Indian Territory, and as soon as the fifth member is selected there will be a meeting held, and active preparations made to hold the meet of these eleven states in New Orleans some time in June, and Brother Clarke can therefore prepare his Mississippi League members for a big meet in the Crescent City, in June, when the fastest men in the South will meet in friendly contest for the first time. Then at this meet active plans can be perfected by which the League membership of this District can be increased, and boom cycling in the South.

As for the League meet being held in the South, we are too far from cycling centres, and the meet would be attended by a few; then again, the expense would be too great to put on a Southern Division, Kentucky being the largest Division, with only 110 members.

I beg to say that Brother Clarke does an injustice to the League officials, when he says that no attention is paid the South by them I can say for Louisiana, that our State has been represented on the national committees for the past four years, and every appeal made by us to the national officials, has been met by prompt and pleasing attention, and in proportion to the South's membership we have received as much attention and representation as any section in the United States.

The eleven States in this District number less than 300 members, or an average of about twenty-five to each State, and if more representation is wanted we must get to work and build up our Divisions, and show by our good and earnest work that we deserve it.

Fraternally yours, H. H. HODGSON,
Chief Consul Louisiana.

THROUGH EASTERN PENNSYLVANIA.

THE possibilities of this great and glorious climate of ours were never better illustrated than in a trip lately taken by the writer through the Pennsylvania coal regions. Leaving Broad and Callowhill, the weather was as delightful as an early April morn, but heavy mists began descending before Phœnixville was reached and by the time the train had passed Reading and was rushing along through the hills where grimy mountains of coal dirt proclaimed the reign of King Coal, the clouds dissolved into rain. At Williamsport the rain was coming down in torrents, which kept up until near Wilkesbarre, where it ceased, only to resolve itself into a snow that covered the ground the next morning. The Williamsport and Wilkesbarre Clubs are all in a thriving condition, but the Scranton Bicycle Club seemed to me to be the most enterprising of the inland organizations. Mr. J. J. Van Nort, secretary-treasurer of the Division, very kindly placed himself at my disposal and took me to the club house, which certainly is unsurpassed in its cozy and home-like arrangements by any club house in the country. Readers of the WORLD are all familiar with the sketch published at the time it was occupied by the club, but it must be seen to be appreciated. The Penn Wheelmen of Reading, Pa., are also just housed in new quarters on Penn Square above 5th street, and they are now occupying the most handsomely fitted up rooms ever devoted to the use of riders in that city. The club numbers upwards of sixty, composed of young business men of the town, and as cycling is growing rapidly in Reading, they evidently have a future before them. In both Scranton and Reading I just missed the annual elections of both clubs, which passed of quietly, the stated tickets scoring heavy majorities. In the Scranton Club the most noticeable event was the retirement of Ex-Chief Consul Jessup from the presidency, with the best wishes of all the members. The Reading Club has been increased by a new (prospective) member since I was there, Captain Schmidt being the happy man. He has already ordered a machine for the new arrival but I regret to say it is a quadricycle, and he will have to furnish the motive power himself.

At Harrisburg, much as I should have liked it, I had no time to visit the club rooms. Consul Stone and Representative Lusk, however, did all they could to make my short stay a pleasant one. In fact, although the weather was abominable, I enjoyed the trip meeting everywhere the greatest kindness. To Messers Updegraft of Williamsport, Johnston of Wilkes Barre, Van Nort of Scranton, Stone, Lusk and Hutman of Harrisburg, Gorrecht of Lancaster,

Grubb of Pottstown, Schmidt of Reading, Mills of Pottsville, and many others, my thanks are especially due. The saddest thoughts were those of my ulster, far away in Philadelphia. When within the short space of twenty-four hours, a man runs the gauntlet of spring's sun, drenching rain, winter's snow and March gales, it is apt to cause him to be somewhat cynical in mood, nor was my temper improved by finding, upon returning home, that balmy zephyrs were the order of the day.

Everywhere the same story was found; the greatest season ever known in the history of the sport; dealers laying in stock and consumers getting ready to buy. "'Tis a consummation devoutly to be wished." "ARIEL."

Philadelphia, April 7, 1890.

CONVICT LABOR ON ROADS.

Editor Bicycling World: While all the agitation is going on about road improvement, the proposition of having the convicts build the roads, seems to have been lost sight of. I don't think it has ever been lost sight of. I don't think it has ever been tested on a large scale so we don't know that it is impracticable. It would surely give them healthy employment and would lessen the competition of which the trades complain.

Some of the objections to this method are, the danger of convicts escaping, the necessity of providing temporary accommodations for them when at work long distances from the State's prisons, and the opposition of those who think this would be interfering with local government.

The extra expense to the State for furnishing the necessary guards, etc., would be fully warranted by the improvement that would be gained in the roads by the systematic work; under the direction of a competent engineer; which would then be possible.

They might work only on the county roads i. e. roads between large towns or cities. These roads are used nearly as much by people living outside the districts in which they are situated as they are by those who are taxed to keep them in the poor condition in which they are generally to be found. This would leave the local roads to be taken care of by the districts and in most cases the road masters would find they had more miles of road than they could keep in even fair condition with the same amount that they now expend. Yours fraternally,

Closter, N. J. L. A. W. No. 24691.

ON THE LADIES' WHEEL.

WELL do I remember my first encounter with the two-wheeled steed. Well do I remember my sensations when first I took the handles in my hands. Once aboard it seemed to me that never before had I been so elevated, and that a fall would either land me very high up or very low down, according to St. Peter's estimate of my accounts

What started the machine I never knew, and concerning the first two or three rounds my memory is a blank. Ten minutes had not elapsed before, like all beginners, I discovered that the seat was too far away from the handles and that the pedals were too low; but not anything that I could say seemed to make the slightest impression on the young man who was giving me instruction.

Round and round the room we went. I clinched each handle with a pressure of one hundred pounds, it seemed, and what frantic efforts I made to preserve equilibrium! Realizing keenly the ludicrousness of the performance, I glanced up to say to the lady attendant that she would be justified in laughing heartily. Her head was bent very low, and she appeared to be intently crochetting.

As I spoke she glanced up, her face the picture of suppressed laughter and feigned surprise. I have noted that expression under similar circumstances before. In a tone suspiciously bland, she disclaimed any inclination to laugh. I have noted that same tone before also.

It is something remarkable what attraction foreign bodies have for bicycles. In the room in which I was practicing was a cavernous tool chest, standing open. It seemed as though it wielded an occult influence over my machine, to induce it to toss me in, and that the treacherous craft was determined I should go. In the opposite end of the room, a machine belt passed up and down through the floor, and to my horror the wheel seemed bewitched to sally through it.

My utmost exertions alone prevented its going, and then, to my intense disgust, it would dart cheerily off to go between two solid granite blocks about six inches apart, that stood in the side of the room. I would no sooner plan a campaign around a certain post than the wheel would leer airily off by the other side.

The third lesson was taken on the the wide track at Roger Williams Park, and there all went well until I reached my "first hill."

A steep bank on either side led down to lakes o'er which I had spent many a glorious winter afternoon on the frisky steel. But now the murky waters on either side seemed to hold a solid rank of expectant eels, frogs and little pickerel, all on the qui vive for a feast.

I called loudly for assistance, but, though it was instantly rendered, the wheel could not have made a more zigzag track had I been quaffing the most crinkling tanglefoot that ever sparkled.

If any of the park authorities should happen to peruse this article, it will probably then be clear to them how it happened that such a quantity of bark came to be removed from one of the beautiful shade trees. I was myself present when the operation was performed, and at its conclusion, the wheel and I were softly, very softly, laid upon the greensward.

Two or three more lessons followed, but it was some time after before I could mount or dismount without paying tribute to the law of gravitation.

When I began to ride upon the road the effect was most amusing, though an experience somewhat chilling to my ardor was the reception accorded to me by "the small boy."

The most unnerving ordeal of all was the meeting a brigade of middle-aged woman returning from a sewing circle. So narrow had been their lives, that they had not kept posted on the decline of Mrs. Grundy's imperial power, and still regulated their opinions of nineteenth century needs and propriety by the mawkish prudery of forty years ago. If looks could have annihilated, wheel and rider would instantly have become an indiscriminate heap of bone, old rags and scrap iron. I daresay they were completely scandalized because the action of the pedals revealed almost as much shoe leather as they themselves would exhibit in crossing a muddy street; because a girl dared to do that which would *make* her breathe to the full extent, the sweet, pure air of Heaven; because she could prefer the exhilarating motion on the graceful wheel to the more quiet joy of sewing patchwork or dusting bric-a-brac.

I have not yet encountered any "road hogs." In fact, all who I have met seem quite disposed to leave me all possible room.

I saw in the columns of the BICYCLING WORLD AND L. A. W. BULLETIN of January 3rd, that the young man who gave me instruction, and who was then in the employ of Campbell & Co., Providence, R. I., has since removed to San Francisco. That he should have betaken himself so very far away, just as I was beginning to ride upon the road, is significant to me of how little confidence he placed in my ability to steer.

One glorious summer afternoon, while riding along a fairly good road, I met two young ladies "working their passage" on a sociable. The energy with which they trod the pedals would have sent my single track up quite a hill. The comparative anatomy of the two machines gives the palm to the bicycle. Think how ridiculously the boasted civilization of the nineteenth century arranges the lots of the sexes. [Papa Weston please take notice.—ED.].

The lightly-dressed, strong man may ride the light-running, single-track, fifty pound bicycle.

The thickly dressed and long skirted, weaker woman must trundle the lumbering, three-track, one hundred pound tricycle.

Perhaps it will be news that will tone up some of Mrs. Grundy's languishing serfs to know that the ladies' wheel has come to stay; that it is a success and grows more and more popular; that, by another year, there will not be a single first-class cycle manufactory in the country that cannot exhibit to you its ladies' wheel.

There is one obstacle that the wheel will itself remove—long skirts. Men have a special suit. Why should not women? Men could not ride with long trousers so they shortened them.

Women can shorten their skirts, and still look quite as well in the clinging negligee of the salt water with half a great city looking on.

The old maid, be she married or single, who becomes rigid with horror at this suggestion, will have to be told that the skirts would then be a great deal longer than the original one in which, under God's management, she made her debut on the stage of life.

Thousands of whole-souled, hearty girls hail with joy the advent of the ladies' wheel. The wealth of field and wood and river, of dreamy summer landscape, sweet country air and the glorious sunshine over all is laid at their feet.

They need no longer squat crinkled upon the side edge of a horse's back—a position so unnatural and abominable that no one can ride for any length of time in it. Under some friendly shelter, learn to ride, mount, dismount and turn, and when you have the machine under control you will be ready for the road. When you go upon it wear a *loose waist* and *short dress*; be moderate till you have acquired muscle, and somewhere, sometime you will find the bright eyes, cherry lips and rosy cheeks that Miss Namby Pamby has been searching the apothecary shops after for years, Remember that there is infinitely more beauty in a perfect physical development, than in all the charms that art and dainty drapery and costly frabics can lend to an inferior one. MARION STEELE.

ENGLAND AND THE CONTINENT AWHEEL.

(BY GEO. D. MITCHELL.)

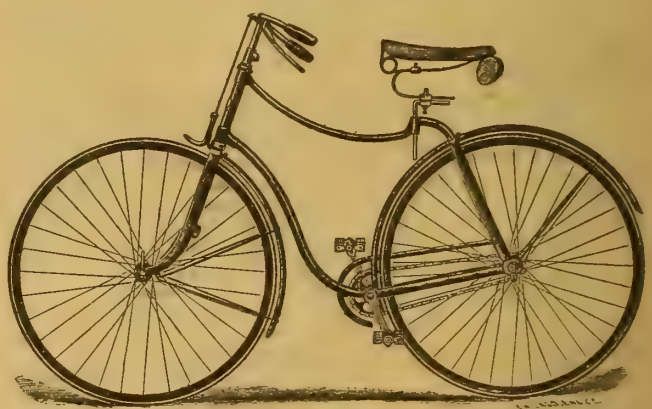
(*Continued.*)

We took dinner at the little inn, Am Stein, 6122 feet above the sea, which is the last house on the pass, just at the foot of the Stein glacier. Shut in by barren mountains, in a desolate valley subject to snows all the year round, and several miles away from everywhere, it seemed indeed a dreary place; but we were very hungry, of course, and were glad to get anything to eat, although the soup was a trifle goatey, as it were, and the roast mutton turned out to be goat, into the bargain, while the omelette was one of those nondescript productions of chance that are quite common in Germany and Switzerland, combining the various characteristics of an ordinary omelette, a huge pan cake and a liver pad. We visited the Stein glacier, which is only a few hundred yards from the inn, and saw where it had advanced once and destroyed the road, although it is now receding. The vast upper surface was level, almost like a lake, while the face resembled a frozen waterfall, from the huge rifts in which rushed the "glacier milk," white with the products of erosion, which flowed down to form the Gadmen-Aare, for many of the Swiss rivers find their sources in the glaciers. Bounding the path of the glacier on either side was a vast moraine of rocks, gravel and earth, while in the middle a huge hill of the same material had been heaped up by the terrific force of the advancing mass. As we left the inn, with a hard two hours' climb in prospect, it began to snow, and to add to our difficulties the snow on the ground kept getting deeper and deeper as we proceeded and the cold became intense, until it was with the utmost difficulty that we made any progress up the declivitous and unfrequented path, and there was not a living plant, a human habitation, or sign of life of any kind to encourage us on. Finally, however, we reached the small level space on the top of the pass, 7400 feet above the sea, where the snow was now a foot in depth, and as Hodge defiantly mounted his machine he plunged suddenly into a deep drift which brought his wheel to an abrupt standstill and fired him into the snow some distance ahead. The journey down the opposite side was about as tedious as the first part of our day's work, for the road was full of rocks and too steep to ride, and the bridges were many of them long rotted away, so that we had to carry our machines across mountain torrents on single logs. We reached the hamlet of Meien, composed only of a few shepherds' huts, by nightfall, and the next morning soon reached Wasen and the famous St. Gotthard road, our objective point.

We were the first bicyclists to cross the snowy Sustan pass awheel, and in sympathy for the fraternity, I hope the last, although after it was all over and we had gotten the snow out of our shoes and dried our clothing, I did not regret the experience. We now found ourselves on the famous St. Gotthard route, the direct road to Italy, with the St. Gotthard pass before us, the most picturesque and noted of the Alpine passes, involving a climb of 4500 feet, and beyond prospects of long down-grades, sunny skies and plenty of maccaroni and garlic. About the beginning of the present century the St. Gotthard route was much frequented, but the subsequent development of other passes, together with the construction of railroad tunnels, diverted traffic into other channels, and to-day it is comparatively deserted. At Gescheuen we passed the northern terminus of the famous St. Gotthard tunnel, and as I thought of the nine short miles through to the other end, I would have regretted the climb over the pass of over twice that distance, had I not known that the scenery would repay us for our extra labor. This road is doubtless the most admirable example of its kind that the world has to offer. It ascends by numerous windings, which reduce the grade to an average of less than 300 feet to the mile, crossing and re-crossing the turbulent Reuss, and leading on through gorges whose precipitous walls rise to a dizzy height, over masonry viaducts and through tunnels cut from the solid rock, always amidst scenes of the wildest and most impressive grandeur. Through this constantly changing panorama we at last arrived at the "Devil's Bridge," a single arch boldly spanning the fearful chasm of the deafening Reuss, where it is said the Austrians and the French had a conflict in 1799, and where everything seems to join in one culminating scene of savage wildness. Just beyond is Andermatt, a little village reposing peacefully at the lower end of the fertile green valley that opens here, in sudden contrast to its barren and desolate surroundings. From here we rode the three kilometres to Hospenthal, the last village, where we fortified ourselves with a dinner before attacking the remaining dreary two hours' climb between us and the summit of the pass. We reached the hospice on the top, a little over 7000 feet above the sea level, without encountering any snow to speak of, but as we swept with fearful rapidity down the southern side, anxious to get into warm weather again, we met an intensely cold wind which nearly froze our hands.

(*To be continued.*)

SOCKET STEERING ROVER.



(*John Wilkinson Co., Chicago, Ill., Importers.*)

We present this week a cut and description of one of the celebrated Rover Safeties. It is probably known to a great many of our readers that J. K. Starley & Co., of Coventry, England, the makers of the Rover, were the first to see the excellent qualities of the rear driving safeties and to put them on the market. Hence nearly all speak of rear drivers as "the Rover type." The machine under description is the socket steering ball bearing head Rover. It is also known as the heavy roadster, but it weighs only forty-four pounds with "all on."

The specifications are as follows: Adjustable ball bearing head, wheels, crank shaft and pedals, 30 inch wheels, driver geared to 54 or 56 inch, moulded endless refined rubber tires, 7-8 to rear, and 3-4 to front wheel, tangent spokes nickeled at center, hollow rims, seamless tubular steel curved front fork, double tubular steel frame, best forged steel chain, detachable steel cranks 5 1-2 to 6 1-2 inch throw, front spoon brake, square rubber, ball pedals, tubular steel detachable curved handle bar 3-4x28 inch, adjustable for height, large black horn handles, Garford saddle, adjustable L seat rod, guards to wheels and chain, lantern bracket, foot rests, tool bag, wrench and oil can, weight all on 48 pounds, black enamel finish, lined in two colors. Price, $135.

We shall describe the ladies' Rover next week.

See page 570 for Trade Notes and Fixtures.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON, WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

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LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,

40 Wall st., Room 69. New York.

FIRST VICE PRESIDENT,
DR. W. H. EMERY,
109 Warwick street, Roxbury, Mass.

SECOND VICE PRESIDENT,
GEO. R. BIDWELL,
313 W. 58th street, New York City.

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

COMMITTEE APPOINTMENTS.

Mr. Abbot Bassett, Secretary-Editor L. A. W.:

Dear Sir—You are hereby authorized to publish in the Official Bulletin the accompanying list of appointments upon the various committees of the League of American Wheelmen, for the current fiscal year. Additional appointments will be announced at an early date. Yours truly, JAMES R. DUNN,
New York, March 11, 1890. President L. A. W.

Appointments.

Membership Committee.

Sanford Lawton.....Springfield Mass.
George C. Pennell.....Elizabeth, N. J.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Samuel A. Boyle, Esq.....Philadelphia, Pa.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq .....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St.,Brooklyn, N. Y.

Transportation Committee.

W. M. Brewster.....309 O live St., St. Louis, Mo.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No 7th St., Philadelphia, Pa.

Hotel Committee.

George S. Atwater, 1230 Penn. Ave., Washington, D.C
H. H. Hodgson. .13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

Massachusetts.

A meeting of the Board of Officers, Massachusetts Division, will be held at the Clarendon, Friday evening, April 11, at 7.30 sharp. When the roll is called let every man respond. W. H. EMERY, Chief Consul.

League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

252—Porkopolis Wheelmen, Cincinnati, Ohio. Dr. H. M. Kempton, Secretary.

254 West Jersey Cyclers, Camden, N. J. Frank W. Cramer, Secretary.

Missouri Division Hotels.

The following have been appointed official hotels for the cities named:

Louisiana, Palmer House, regular rate $2.00 per day; to L. A. W. $1.00, meals and lodging 25 cents.

De Soto, Commercial Hotel, regular rates $2.00 per day; to L. A. W. $1.50, meals and lodging 35 cents.

Present your card to obtain reductions. Certificate of appointment should be found hanging in hotel office

Fraternally yours, ROBT. HOLM,
St. Louis, April 4. Chief Consul.

G. F. Waldron.

G. F. Waldron of Omaha, Neb., is hereby declared to have forfeited his amateur status by competing with professionals. Being a violation of clause b, section 4, article V, L. A. W. By-laws. CHAS. S. DAVOL,
Chairman L. A. W. National Racing Board.

Special Notice to New Jersey Division Members

Dear Sir—The New Jersey Road Book that the Board of Officers last fall decided to get up is now, after a great deal of very hard work, nearly completed and will be issued during the month of May. It is somewhat on the plan of the Connecticut Division Book, being a system of maps with the cycling roads designated by red lines, and numerals, figures and letters indicating the grade, condition and material, so that one can see at a glance the road and all necessary information. The book will contain besides the maps of the several sections, into which the State has been divided, a map of Westchester County, N. Y., and a section twelve miles around Philadelphia. The work will be handsomely bound and altogether will be one of the finest and most complete Road Books ever issued by any State. The Connecticut was so much sought after and valued that the first edition was exhausted in a short time.

The first edition of our book will be one thousand copies, and the price has been fixed by the Board of Officers at $2.50, L. A. W. members outside the Division, $1.50, and to New Jersey Division members the book will be furnished for the extremely *low* price of 25 cents and the necessary postage, 5 cents.

Division members, also members of other Divisions, wishing the Road Book should apply *at once* as the book will be sent out according to the number of the application. Please send stamps, coin or postal notes, *not* money orders or checks.

GEORGE C. PENNELL,
Secretary-Treasurer New Jersey Division.
Address, Elizabeth, N. J.
Elizabeth, April 5th, 1890.

Louisiana Division.

During the season of 1889-90, the Louisiana Division made the best record of any Division in the League; renewals 96 per cent., and new members 85 per cent.

I now desire that the season 1890-91 shall be an improvement over the last, and ask that every member of our Division send their $1.00 for renewals to J. W. Dodge, Secretary-Treasurer, No. 893 Carondelet street, New Orleans, before the 30th of April.

In addition to the BULLETIN, there will be issued to every member of the League, a hand book containing the names of every League hotel and repair shop in the United States, and other matter of interest to each bicycle rider.

I also urge that each member will try and secure one new member during the year, or send me the name of any rider who is not a member.

The race meet of the Fifth Racing District will be held in New Orleans some time in June, due notice of which will be given.

A new road law will be introduced into the Legislature in May, and I urge every member to call on the Representative from his district and use his influence in securing his vote for same, as this bill will be of vital importance to the whole State, and is one in which all classes are interested, and if passed will do much good to the cause in which we are all interested.

I desire to appoint a number of Local Consuls in the State, and will be pleased to receive the address of any rider outside of New Orleans or Shreveport.

Again asking that in all these matters you will assist me in making this the banner Division for the coming season, I am, Fraternally yours,

HARRY H. HODGSON,
Chief Consul Louisiana Division L. A. W.

Ohio.

The following hotels have been appointed by Chief Consul M. A. High:

Greenville, Darke County, Turpen House, $2.00; to L. A. W. $1.50, meals 50 cents.

Canal Dover, Tuscarawas County, Iron City House, $2.00; to L. A. W. $1.50.

WILLIAM D. KEMPTON,
Sec.-Treas. Ohio Div. L. A. W.
Cincinnati, O., April 5, 1890.

Illinois Hotels.

Aledo, Transit House, rate $1.40; regular rate $2.00.

Dwight, McPherson House, rates $1 50; regular rate $2.00.

Genesee, Genesee House, rate $1.50, regular rate $2-2.50.

Lincoln, Lincoln House, rate $1.50; regular rate $2.00. W. A. DAVIS, Chief Consul.

California.

The annual business meeting of the California Division, League of American Wheelmen, will be held in Sachem Hall, Red Men's Building, 320 Post street, on the evening of Saturday, April 19th, 1890.

This meeting will consider the reports of officers and select the date and place for holding the annual meet of the Division.

Any member may be represented by proxy, but no member shall vote more than ten.

WALTER D. SHELDON, Secretary-Treasurer.

Wisconsin Consuls.

I have appointed the following Local Consuls. Will you publish them in the BULLETIN?

Ashland, A. F. Warner.
Kenosha, H. B. Robinson.
LaCrosse, J. W. Skinner.
Medford, F. D. Shaw.
Monroe, L. A. Hodges.
Milwaukee, H. P. Andrae and P. H. Sercombe.
Neenah, F. B. Bissell.
Onalaska, E. W. Tiffany.
Oshkosh, J. A. Hinman.
Port Washington, H. L. Coe.
Racine, J. W. Knight.
Sheboygan, Anson Prescott.
Shullsburg, C. J. Miller, Jr.
Tomah, W. W. Warren.
Two Rivers, L. C. Travers.
Warsaw, Frank Grout.
Wauwatosa, Wm. Splitt.
Waukaw, C. J. Bean.
Waukesha, J. B. Cristoph.
Green Bay, W. T. Casey.

Fraternally, V. MUMFORD MOORE,
Chief Consul.

Consul List No. 3, New Jersey Division.

I have appointed the following additional Local Consuls to act in their respective localities:

Vineland, Chas. P. Jones.
Moorestown, C. F. Atkinson.
Somerville, John Van Eps.
Hillsdale, Norman Gardinet.
East Orange, John B. Dodd.
Metuchen, E. C. Moss.
Morris Plains, Chas. M. Allen.
New Egypt, J. Harley Compton.
Roseville, Dr. Wm. L. Fish.
Ridgewood, Howard Maltbie.
Seacaucus, F. D. Boulanger.
Swedesboro, H. McColli.ter.
Schralinburgh, L. L. Clarke
Chester, W. A. Hoffman.
Clarksborough, W. H. Burk.

Mr. B. O. Miller having been appointed State Representative, Mr. Frank W. Cramer has been appointed to take place as Local Consul for Camden.

J. CARLTON BROWN, C. C.

400—Missouri Division—400.

To consuls and members:

Right at the opening of the cycling season it may be perfectly in keeping with the season to say that the cause owes as much to individual as to collective effort. I would therefore very much like to see each member of our Division make a resolve right at the beginning of the riding season to obtain us at least one new member before April 30th, and as many thereafter as possible. Our present membership has now passed the highest point ever reached, and is now 370. This much has been accomplished by the untiring efforts of a few officers of this Division, but we should not rest here, as the membership is still not what it should be, provided a united effort was made to gain recruits. By working together we can easily pass the 400 mark before May 1, and as we now have good hard workers in large cycling centres, such as Joplin, Hannibal, Kansas City and St. Louis, the figures 400 should be left far in the background. Our road book will be out in the early part of May, and you will be surprised at its completeness. This, taken in connection with the defeat of the Warner bill, should be used as an argument in obtaining new members. The Division meeting at Columbia this year will be the finest one yet held, and only League members will be entitled to take part in the special features of the programme. The Road Improvement Committee are doing yeoman service, but are sorely handicapped by our lack of members. We intend to push legislation on this subject the coming year, and if we are to be successful we must have at least 500 members. With all these advantages put in a clear light to the non-members they will be sure to join us, provided you make it your business to ask them.

Fraternally yours, ROBT. HOLM,
Chief Consul.

Proceedings of Semi-annual Meeting of the Board of Officers, New York State Division, L. A. W.

At Grand Union Hotel, New York City Feb. 15, 1890.

(II—Continued.)

As probably every member of this Board is aware, the question of Highway Improvement legislation is one of the most important and widely discussed issues now attracting the attention, not only of wheelmen, but of the general public. There seems to be considable ignorance on the part of the National League officials as to the policy of this State Division and what it has accomplished in this direction. This condition of things is rather unfortunate, for it has lead to lack of harmonious action between the League and the Division Officers. In November last I visited New York, and in company with Mr. Geo. R. Bidwell also visited

Boston. While in New York City I had the pleasure of calling upon President Luscomb and discussed with him quite thoroughly the Road Improvement question. I was under the impression that I gave him a good understanding of the work that had been and was contemplated being done in this Division, informing him that we had in preparation and should introduce at the present Session of the Legislature a bill looking toward an improved system of highway construction and maintenance in this State; that the bill was well under way, and was in charge of Mr. I. B. Potter, Chairman of the State Division Committee of the Improvement of Highways. I then learned from him that he had in contemplation the calling of a conference of certain of the League Committees to meet in New York in December, to consider what action should be done in the way of legislation of that character in the different States by the L. A. W., and outlining a general scheme which he had of introducing bills into several States simultaneously. The call had not then been published, nor had the invitations been sent out to any one to attend this conference. I was informally invited by him to be present at the conference on December 7th, he stating that he should issue an invitation through the columns of the BULLETIN to Chief Consuls to attend, and I then told him that I would be unable to visit New York so soon again, and that if there were no objection on his part I would reply to such invitation in the same manner as it should appear, through the columns of the BULLETIN I endeavored to dissuade him from undertaking any policy in this State which would be at variance with that of the Stato Division, and that the Division itself would undertake to carry on the work of securing this legislation in this State, and tried to point out to him that if the scheme outlined by him should be carried out in this State it would seriously interfere with the plans and work of our Division. My interview with the President occurred on the 19th of November last, and on the following 22d day of November there appeared in the columns of the BULLETIN a notice of the conference, but no invitation to the Chief Consuls appeared, as I had been led to expect. Hearing nothing further from the President in regard to the conference, I addressed an open letter upon the subject which was published in the BICYCLING WORLD AND L. A. W. BULLETIN of December 6th, addressed to the Editor of the BICYCLING WORLD, and signed by myself as Chief Consul. I will make no extended reference in this connection to that communication, further than to merely refer to it as having outlined as clearly as I was able to state it, the policy of this State Division as it then existed and had been followed ever since the question of Highway Improvement had been considered a part of the work to which we might as an organization devote our energies.

For the purpose of illustrating to you the position which this Division has taken upon this momentous question, permit me to travel back for a little time in the history of our work.

One of the earliest utterances upon this subject is contained in a circular letter of Chief Consul Bidwell to the Local Consuls of the Division, under date of July 14th, 1887, in which he calls attention to the then recent great victory of the Division in the passage of the "Liberty Bill," and goes on to say: "Our next organized effort will be in the direction of improving the roads, and when the time arrives I shall need the aid of every member of the Division." And exhorting them in the meantime to use their best efforts to increase the membership of the Division. Again, in his annual report presented to the Division September 23d, 1887, he says: "This Division will probably take the initiative towards introducing a reform in our existing road laws, with a view to effecting a permanent improvement of the highways of the State. On this subject I cannot at present say more than I have, but developments may be anticipated in the near future, and when we are ready for action every member will be asked to assist us in attaining our object." Again, in a circular letter issued to members, dated February 21st, 1888, he calls the attention of those members in particular who had failed up to that time to renew, to this important subject and urges upon them the importance of renewing their membership. Again, in another circular letter, sent out to one thousand non-League wheelmen, Mr. Bidwell uses the following language: "All the energies and resources of our organization in this State will now be devoted towards securing an improvement in our highways, and we hope through legislative action to reconstruct our main arteries of travel, and at the same time provide for their proper maintenance afterwards. If we are successful and our plan is adopted by the Legislature, three years and even less time will see a marked improvement in our roads. I would gladly give you our plan in detail, but space and time forbid, and I can only say that we shall commence action at once, with the object as above stated as our goal, and I ask you as a wheelman to give us your support by joining our organization for this, if for no other reason." At about this time, as will be seen by circular letters hereinafter referred to, the movement thus begun in favor of Improvement of Highways, took substantial form in the organization of the "New York State Roads Improvement Association," with Mr. I. B. Potter, then Chairman of the Rights and Privileges Committee, as its Secretary. The objects of this association were, and are, in brief, the improvement of the highways of this State, and upon this point and to this extent, are identical with what are now the objects of the L. A. W. under its Constitution adopted at Baltimore in June, 1888. Under date of April 2d, 1888, Mr. Potter, the Secretary of that association, issued a circular letter setting forth the advantages and defining the objects of it, which letter Chief Consul Bidwell enclosed in another circular letter over his own signature, to all members of the Division. In his own circular letter, calling attention to this association, Mr. Bidwell said: "The objects for which this association has been formed deserve the applause and support of every wheelman in this State, and I have pledged to its officers our hearty co-operation and assistance." Again, in his annual report submitted to the Division at the Buffalo meeting, September 4th, 1888, Chief Consul Bidwell referred to this subject in the following language: "We have inaugurated a movement looking towards the improvement of the highways of this State, and it is proposed to give this the same hearty support that secured the passage of the 'Liberty Bill.'" Thus it will be seen that to this Division belongs the credit of inaugurating this movement, in the persons of its Chief Consul, Mr. George R. Bidwell, and Mr. I. B. Potter, the Chairman of the Rights and Privileges Committee at that time. For it was not until June, 1888, that the L. A. W. Constitution contained any reference to the subject of road improvement, or contained any provision for the appointment of an Improvement of Highways Committee. Up to that time the League could not constitutionally undertake the prosecution of this object. Since that time the L. A. W. and the State Division have both been doing more or less towards the accomplishment of the objects set forth in the prospectus of the New York State Roads Improvement Association, and endorsed by the Division. Upon assuming the office of Chief Consul at the time of the resignation of Mr. Bidwell, in an address to the members of the Division announcing such change, which address was published in the BULLETIN of April 5th, 1889, I indicated my purpose of continuing the policy of Mr. Bidwell, in the following language: "All the energies and resources of the Division are being devoted to securing an improvement in our highways. In order to secure the necessary legislation we need a largely increased membership." And under date of April 5th, 1889, I sent to the cycling trade throughout the State, and the large manufacturers of wheels ontside of the State, a circular letter, in which I stated that "every effort to influence legislation favorable to improvement of the highways is being made, and the moral influence of a largely increased membership will aid us greatly in this work." In line with this general scheme, there was published in the hand book an article on "Roads and Road Improvement," and over six thousand of these hand books were distributed through the State, which has doubtless served to awaken additional interest in this question. In another circular letter, dated November 1st, 1889, as the time was approaching for the election of the members of the Legislature who were to consider the bill then in course of preparation upon this subject of roads improvement, of which there were between three and four thousand mailed to officers and consuls of the Division and to non-League wheelmen, I referred to the matter of road improvement in the following manner: "There is another great work which the League is entering upon, in which it desires the aid of all wheelmen. The roads of this country, with comparatively few exceptions, are in miserable condition. They are far inferior to those of most other civilized countries. It is one of the chief aims of the League to secure reform in this direction. That it is sorely needed, all will admit; it seems to be admitted by general consent that the L. A. W. is the organization upon whose shoulders shall rest the burden of the undertaking. When the League has demonstrated its ability to intelligently lead in this matter, it will have the following of large numbers of those who desire to see a thorough reform in this direction instituted, but who are unable, through lack of organization to accomplish anything by themselves. Much work has already been done the accomplishment of this end, but much more yet remains to be done. It is proposed, not only to show townships the advantage of good highways, but to compel them to build and maintain the very best. Plans are on foot for the systematic pursuit of this object, and soon a movement will be made along the whole line. We need and desire the co-operation of every cycler in this work. There is strength in numbers; there is power in organization. Be one of us. Let us double our numbers in this State. In all the other States the work is being rapidly pushed. They are perfecting their plans and at the same time strengthening their ranks. *Let us in the Empire State be not left behind.* There is now in course of preparation a bill looking to a better condition of things in this direction, which will be introduced into the State Legislature the coming winter. To secure its passage we need your influence as a member of the League. Join our ranks, and do so at once." On the 7th of January, 1890, I received from Dr. C. S. Butler, Chairman of the L. A. W. Improvement of Highways Committee, the following letter:

"BUFFALO, N. Y., January 6th, 1890.

W. S. Bull, C. C. New York Division, L. A. W.:

Dear Sir—That the work of securing laws looking toward a better system of construction and repair of the public highways may go forward as rapidly as possible and receive the greatest amount of assisstance from our organization, it is necessary that this Committee should know what, if anything, it being done or contemplated by your Division. Harmony of aim and action between the National Body and the Divisions thereof is essential to success, and to this end it is very desirable that the Committee—charged, under the Constitution and By-laws of the League, with the work—should be fully informed of whatever is proposed or undertaken. You will therefore assist us greatly in our work if you will, at your earliest opportunity, inform me of what has been done and what is prepared by your Division for the coming winter.

Awaiting an early answer, I am

Yours fraternally,

C. S. BUTLER, Chairman."

This communication I immediately referred to Mr. Potter, with the request that he give the Chairman of the L. A. W. Improvement of Highways Committee the information asked for at once, and I informed the writer of the disposition I had made of the matter. Mr. Potter at once gave to Dr. Butler full information as to the drogress that had been made in the preparation of a bill intended to be introduced into the Legislature at its present session, and notifying him that he expected to visit Albany within a very few days from that time and place the bill in the hands of Senator Coggeshall for introduction. The next information received as to the action of this or any other National Committee was observing in the public press notices of the introduction into the Legislature of a bill currently reported to have the support of the National Committees, and which was introduced without consultation with the officials of this Division or even any intimation to them that such action was then intended. You may perhaps imagine the surprise with which the officers of this Division received this information, in view of the facts which have just above been referred to, and coming, as it did, upon the eve of the departure of the Chief Consul and the Chairman of the Improvement of Highways Committee for Albany with a copy of the bill referred to in the communication of Mr. Potter to Dr. Butler. On January 19th, 1890, in company with Mr. Potter, I visited Albany and there had a consultation with Senator Coggeshall, Assemblyman Rhode and several other of the leading and influential legislators, upon the subject of road improvement legislation. The result of this visit and these consultations was the introduction of what is called the "Coggeshall-Rhodes Highway Improvement Bill." This bill is the result of long, arduous and painstaking labor on the part of Mr. Potter, for which he is entitled to the gratitude of every friend of highway improvement, and which it is believed will accomplish, if it shall become a law, the reforms which we are all so earnestly advocating, and is well worthy the cordial support of every member of this Division. Therefore, in view of the fact that this Division, as shown by this statement, inaugurated the Roads Improvement movement, and has been steadily and consistently working to that end for the past two years, culminating in the introduction, within the past month, of a bill in the Legislature by the New York State Roads Improvement Association, and the New York State Division L. A. W., jointly, and in view of the further fact that there has also been introduced into the State Legislature another highway improvement bill, so-called, purporting to have been prepared and introduced by certain committees of the National Assembly L. A. W., notwithstanding a full knowledge on their part of the contemplated action by the State Division, and against our earnest protests, the result of which will be, if persisted in, to seriously hinder and delay, if not entirely defeat, the accomplishment of this great and needed reform, I recommend the adoption, by this board, of a resolution to the National Assembly, requesting the withdrawal by the National Assembly from the New York State Legislature of Assembly bill Number 10.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 2—Total 192.

BOSTON, April 11, 1890.

CALIFORNIA DIVISION—3.

Oakland Bi. Club.

13119 Gage, Harold J., 418 12th st., Oakland

Oak Leaf Wheelmen.

13142 Burkett, Horace P., Box 102, Stockton

Unattached.

13228 Colby, Chas. Warren, Benicia

CONNECTICUT DIVISION—23.

Danbury Wheel Club.

13143 Barnum, Dana Dwight, Danbury
13144 Booth, John R., 142 Deer Hill ave., "
13145 Brooks, Clarence D., Westville ave., "
13147 Dalton, F. B., *News* Office, "
13148 Flint, Geo. W., 288 Main st., "
13149 Judson, Clarence W., 34 Maple ave., "
13150 Kinner, Herbert, 173 Main st., "
13151 Knapp, Chas. E., 394 Main st., "
13152 Ritch, E. Walter, 101 Garfield ave., "
13153 Taylor, W. Ferd, 37 Fairview ave., "

Rambling Wheelmen.

13231 Coulter, Geo. H., 31 Austin st., Bridgeport
13232 French, D. C., 26 Arch st., "
13233 Smith, Francis H., 681 Main st., "

Southington Wheel Club.

13197 Hazard, Emerson W., Box 167, Southington

Unattached.

13230 Blood, Fred. C., 12 Harrison st., Bridgeport
13155 Kelsey, Horatio, Box 245, Clinton
13146 Bulkely, Wm. C., *News*, Danbury
13229 Bardin, J. N., 49 Williams st., Hartford
13277 Valentine, Henry, 198 Whalley ave., New Haven
13154 Newman, Eugene C., Box 42, Mianus
13122 Bartram, A. L., Sharon
13121 Kirby, Geo. W., "
13120 Reed, Wm. C., "

ILLINOIS DIVISION—1.

13278 Brown, J. Roy, 626 Maine st., Quincy

IOWA DIVISION—1.

Ottumwa Bi. Club.

13234 Gibson, T. N., 629 East Main st., Ottumwa

KENTUCKY DIVISION—2.

Unattached.

13156 Crutcher, J. W., 732 4th ave., Louisville
13157 Schieffer, J., 323 1st st., "

MAINE DIVISION—14.

Unattached.

13158 Richards, P. W., 15 Mechanic st., Portland
13160 Burgess, H. G., 55 Atlantic st., "
13161 Southworth, C., 108 Newbury st., "
13162 Farrington, A. R., 33 Smith st., "
13163 Drinkwater, Fred, 165 Cumberland, "
13164 Merrill, W. C., 191 Pine st., "
13165 Gould, O. C., 167 Pearl st., "
13166 Hodson, O. T., Odd Fellows Hall, "
13167 Eastman, E. E., 73 North st., "
13168 Babcock, Geo. G., 80 Melbourne st., "
13169 Laman, S. E., care Owen Moore & Co., "
13170 Fay, F. R., 19 1-2 Exchange, "
13171 Higgins, H. D., 293 Congress st., "
13159 Bursley, C. M., Box 90, Woodfords

MASSACHUSETTS DIVISION—32.

Chelsea Cycle Club.

13123 Walker, Wilbur C., 77 Franklin st., Boston

Roxbury Bi. Club.

13198 Petersen, Frank E., 163 Hampdon st., Roxbury
13199 McIntosh, A. S., 163 Hampdon st., "

Unattached.

13223 *Allen, Miss Nina D.*, 77 Franklin st., Boston
13172 Atherton, E. A, Roxbury Latin School, "
13173 Barto, D. O., 760 Tremont, "
13124 Cole, Henry H., Box 4, "
13298 Ridler, Frank Martin, 77 Franklin st., "
13224 *Holman, Mrs. C. F.*, 20 Isabella st., "
13297 Tracy, Geo. W., 77 Franklin st., "
13222 Johnson, J. F., Box 109, "
13280 Martin, J. R., 3 Chaucer, East Boston
13111 Groby, Henry E., 251 Main st., Clinton
13225 Cutter, Charles G, Quincy cor. Belleview, Dorchester
13110 Hentz, Frank A., 49 Minot, "
13174 Shaw, Sam'l, Elmwood
13175 *Crane, Mrs. Laura*, "
13201 Belliveau, J. B., Box 250, Melrose Highlands
13176 Lawrence, W. S., Box 28, Readville
13200 Spaulding, C. F., 24 Quincy st., Somerville
13226 Sayward, Charles E., 19 Weston st., Waltham
13275 Harris, F. M., 629 Tremont st., Boston
13276 Humphrey, Nelson F., 89 Revere st., "
13237 Porter, Arthur W., 63 Richardson st., Newton
13236 Lahar, Claude M., 74 Bay st., Taunton
13235 Hall, George N., 17 Chandler st., Worcester
13279 Bacon, Anselm L., 13 Auburn st., Roxbury
13281 *Wells, Emily F.*, 2809 Wash. st., "
13299 Fletcher, E. C., Melrose
13300 Smith, L. H., 77 Franklin st., Boston
13301 Freeman, G. T., Arlington
13136 Schaaf, Albert E., 24 Alpine st., Roxbury

MICHIGAN DIVISION—2.

Unattached.

13202 Bates, Lafayette H., 39 East Huron, Ann Arbor
13238 Stringer, Ed. S., Lake Linden

MINNESOTA DIVISION—1.

Unattached.

13239 Montgomery, W. C., St. Cloud

MISSOURI DIVISION—4.

Unattached.

13241 Wilson, Jno. Harner, 522 No. 2d st., St. Louis
13240 Kreidler, E. A., 12 So. 22d st., "
13125 Ellis, Ed. E., Webb City
13126 Marrs, J. E., Box 23, "

NEW HAMPSHIRE DIVISION—5.

Nashua Cycle Club.

13282 Cummings, Fred K. 12 Mulberry st., Nashua
13283 Parkhurst, Almon H., 27 Amherst st., "
13284 Smith, A. T., 137 Main st., "
13285 Wallace, Chas. M., 137 Main st., "
13286 Woods, Ernest S., 97 Vine st., "

NEW JERSEY DIVISION—14.

Hudson Co. Wheelmen.

13203 Doyle, Geo. C., Jr., 143 York st., Jersey City
13204 Frazee, Walter H., 39 Summit ave., "
13205 Mandeville, Walter S., 26 Belmont ave., "
13206 Markham, Wm. T., 5 Wiley st., "
13207 Post, N. V. H., 17 Mandeville ave., "

Mercer Co. Wheelmen.

13181 Apgar, W. Herman, 216 West State st., Trenton

West Jersey Cyclers.

13178 Lugar, Geo. E., 406 No. 6th st., Camden
13179 McCormick, Thos. A., 405 Linden st., "
13180 Reeves, Josiah G., 833 Penn. st , "

Unattached.

13128 Doremus, D. P., Box 54, Closter
13129 Jones, Arthur R., Box 9, "
13127 Knapp, Wilbur, Box 785, Montclair
13130 Krom, Louis John, 71 Madison ave., Plainfield
13131 Clark, Dr. H. Lyman, Box 137, Rahway

NEW YORK DIVISION—31.

Amsterdam Wheelmen.

13287 Reid, Wm. K., Box 1094, Amsterdam
13288 DeGraff, Edward T., Box 1039, "

Harlem Wheelmen.

13182 Cooper, W. H., 2620 3rd ave., New York
13183 Barrett, Wm., 453 Hudson st., "

Glens Falls Bi. Club.

13115 Hays, S. A., 149 Glen st., Glen Falls

Lockport Wheelmen.

13211 Gardner, Amos H., 73 Main st., Lockport
13212 Field, Wm. G., 152 Transit st., "

Rochester Bi. Club.

13112 Graham, John A., 587 N. St. Paul st., Rochester

Unattached.

13137 Medbery, R. Montrose, Box 1000, Ballston
13134 Dutcher, W. H., 117 Gates ave., Brooklyn
13227 Gumaer, A. G., M. D., 802 Bailey ave., Buffalo
13135 Langdon, W. Chauncy, 175 North st., "
13132 Fairlamb, Remington P., 701 6 ave., New York
13133 Goldsmith, Louis, 82 Wall st., "
13184 Smillie, G. F. C., 123 "Tribune Bld'g" "
13114 Westcott, F. B., Box 84, Katonah
13209 Johnson, Frank D., Box 205, Pulaski
13210 Paddock, Chas. D., Box 162, "
13208 Scott, William G., Box 60, "
13113 Player, Charles J., 29 Henion Pl., Rochester
13242 Whitelaw, Fred C., 114 Lexington ave., New York
13243 McGurn, Frank A., 419 Pacific st., Brooklyn
13244 Edward, J. C., 434 E. Water st., Elmira
13245 Grover, Thad T., 267 W. Chemung pl., "
13246 Harris, Abraham, 311 E. Water, "
13247 Randall, G. H., 113 Catherine, "
13248 Zimmerman, Frank L., 112 E. Chemung pl., Elmira
13252 Olney, Fred'k A., Box 905, Kingston
13249 *Pettit, Minnie E.*, Box 916, "
13250 Styles, Geo. B., Jr., Box 940, "
13251 Van Wagoner, McDonald, Box 869, "

OHIO DIVISION—23.

Crescent Wheelmen.

13289 Aszman, Chas. H., 345 Central ave., Cincinnati
13290 Bauers, Geo. H., 213 Freeman ave., "
13291 Ried, Charles, 538 Main st., "

Porkopolis Wheelmen.

13253 Diemer, Hugo, Brooklyn ave., 25 Ward, "
13254 Moore, Dr. J. D., N. E. C. 7th and Race sts., Cincinnati
13255 Streng, Edward, 134 Main st., "
13256 Taaffe, H. B., 216 Mad Anthony st., 25 Ward, Cincinnati

Valley City Wheel Club.

13258 Marshall, A. O., Box 42, Sidney
13259 Mathers, Hugh T., Box 1104, "
13260 Studevant, L. M., Box 1100, "
13261 Swain, Jos. B., Box 23, "
13262 DeWeese, C. B., Box 67, "

Mt. Vernon Bi. Club.

13186 Israel, George, Mt. Vernon
13187 Curtis, Dwight, Box 584, "

Fountain City Bi. Club.

13139 Bollmyer, Fred, Wauseon

Painesville Ramblers.

13138 Stiverson, Frank, Box 832, Painesville

Y. M. C. A. Club.

13188 Folckemer, S. Harper, 98 Chestnut ave., Springfield

Unattached.

13213 Stephenson, Henry T., 88 E. 4th st., Cincinnati
13185 Jacob, George C., N. W. cor. Findlay and Canal Cincinnati
13214 Deatrick, C. L., Defiance
13215 Hooker, W. H., "
13216 Daoust, Billy, "
13257 Stix, Sol. N., care Louis, Stix & Co., Cincinnati

PENNSYLVANIA DIVISION—17.

Erie Cy. C.

13263 Beckman, S. O., 506 State st., Erie
13264 Beckman, W. R., 506 State st., "
13265 Densmore, Park, "
13266 Fairbairn, Frank, West 11th st., "
13267 Hudson, W. D., care Henry Beckman, "
13268 Reed, Wm. W., Erie Water Dp't, "

York Bicycle Club.

13117 Campbell, James H., Box 674, Harrisburg
13191 Wiley, Charles G., Park st., York

Unattached.

13190 Toland, Arthur De, 15th and Master st., Philadelphia
13116 Van Houten, C. W., 325 Chestnut, "
13140 Bedford, Theo. T., Lost Creek
13192 Yarnall, C. J., Phoenixville
13217 Boyd, Harry Wilson, 47 7th st., Pittsburgh
13270 Dennison, J. McL., Jamestown
13269 Cheney, Harry, Box 973, Union City
13292 Bucher, Samuel, Denver
13293 Hacker, Dr. Isaac B., "

RHODE ISLAND DIVISION—10.

Prov. Ladies Cycling Club.

13189 *Martin, Mrs, C. F.*, 471 Broad st., Providence

Unattached.

13218 Jollie, Wm. H., Box 23, Saylesville
13219 Gardiner, W. Bert, "
13220 Davenport, Percy, "
13271 Holden, L. S., 68 Vinton st., Providence
13294 Griffith, Walter A., Box 1324, "
13296 Hunt, Chas. H., Prov. Gas Co., "
13295 Himes, Thomas P., 83 Westminster st., "
13272 Johnson, Arthur E., 43 Manton ave., "
13273 Clarke, Fred H., (P. O. address Worcester Academy, Worcester, Mass.) Jamestown

VERMONT DIVISION—1.

Unattached.

13274 Collins, Carl Clifton, White River Junction

WISCONSIN DIVISION—4.

Unattached.

13195 Ott, Wilhbald, 609 So. 3rd, La Crosse
13118 Salzer, John B., "
13194 Nicholson, Walter G., 422 Milwaukee st., Milwaukee
13193 Kirkby, Wm. R., 405 6th st., Racine

ALABAMA—1.

Unattached.

13196 Haygood, Wilbur F., Sheffield

ARKANSAS—1.

Arkansas Traveller C. C.

13141 Dukes, H. S., Box 304, Little Rock

MISSISSIPPI—1.

Unattached.

13177 Teunisson, Jno. N., Box 15, Summit

NOVA SCOTIA—1.

Unattached.

13221 Robb, F. B., Box 601, Amherst

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks and for League literature of all kinds. Post Office addresses will be found below:

CALIFORNIA—Chief Consul, R. M. Thompson, Oriel Hotel, San Francisco. Secretary-Treasurer, W. D. Sheldon, 126 Davis street, San Francisco.

COLORADO—Chief Consul, Edward S. Hartwell, 1319 Sixteenth street, Denver.

CONNECTICUT—Chief Consul, David J. Post, Drawer 747, Hartford. Secretary-Treasurer, Edward A. De Blois, Drawer 11, Hartford.

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NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 40 Orchard street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, Elizabeth.

NEW YORK — Chief Consul, W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City

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VIRGINIA—Chief Consul, Ira B. White, Box 147, Norfolk. Secretary-Treasurer, Alex. K. Schaap, 617 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, Clarence. E. Irwin, 150 No. F street, Wheeling.

WISCONSIN—Chief Consul, V. Mumford Moore, 94 19th street, Milwaukee. Secretary-Treasurer, W. L. Simonds, 382 East Water street, Milwaukee.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

L. A. W. Renewal Blank, 1890.

Fill out this blank, enclose $1 to pay your dues to April 30, 1891, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, make the request on another sheet than this.

Ticket holders, 25 cts.; with name stamped, 50 cts.

Leave space above this line Blan

*Number*_____

*Name,*_____

*Street and Number or P. O. Box,*_____

*City,*_____

*State,*_____

*Club*_____

Enclosed for Holder ____ *cts.*

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2.00 with this blank on any date between date of paper and Oct. 31, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

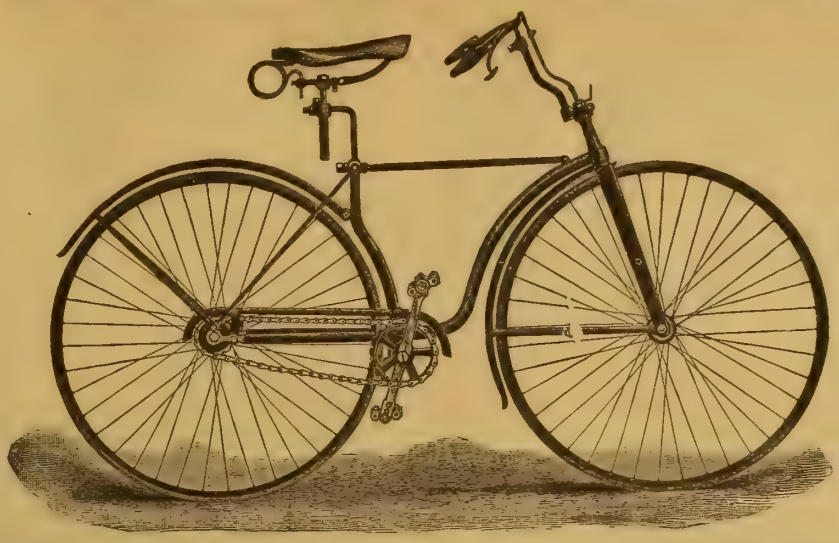
☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for pencil cards send 5 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

Warwick Perfection Cycles are Constructed of Wrought Steel and Absolutely INTERCHANGEABLE.

PRICE $135.

SEND FOR

CATALOGUE.



WITH BRACE REMOVED

IT MAKES A

Light and Superior

Ladies' Wheel.

To facilitate delivery of goods, we have arranged with the following firms to supply you in their respective territory. They will be our exclusive wholesale dealers, and it is their mission to aid you in every way. Address them for catalogues:

For Maine, New Hampshire, Vermont, Rhode Island and Eastern Massachusetts, **A. O. VERY**, 173 Tremont Street, Boston.
For New York State, east of Onondaga County, and North-eastern Pennsylvania, **G. R. BIDWELL**, 313 West 58th Street, New York.
For Northern New Jersey, **E. ALSDORF & CO.**, 11 Academy St., Newark, N. J.
For Southern New Jersey, and territory contiguous to Philadelphia, **EDW. K. TRYON, JR., & CO.**, 10 and 12 North 6th Street, Philadelphia.
For Western New York, Western Pennsylvania, and Northern Ohio, **STANDARD CYCLE CO.**, 588 Main Street, Buffalo, N. Y.
For Maryland, **EISENBRANDT BROS.**, 424 E. Baltimore St., Baltimore, Md.
For Southern Ohio, Southern Indiana, Tennessee, and West Virginia, **J. E. POORMAN**, 8th and Race Streets, Cincinnati, O.
For the Northwest, **CHAS. F. STOKES MFG. CO.**, 293 Wabash Ave., Chicago.
For the Southwest, **D. SNITJER**, 1012 Olive Street, St. Louis.
For the Pacific Slope, **THOS. H. B. VARNEY**, Fremont Street, San Francisco, Cal.
Territory not named, Local Agents, or The Manufacturers,

WARWICK CYCLE MFG. CO., - Springfield, Mass.

BICYCLE DEALERS and AGENTS

throughout the United States will find "meat" in the following letter from the leading firm of cycle dealers in Cincinnati:

244 Clark Street, CINCINNATI, O., January 7th, 1890.

Mr. L. H. Johnson, Orange, N. J.:

Dear Sir:—We wish to say regarding the "Premiers," that all in use in this vicinity are giving the best of satisfaction. The Tandem is pronounced by all who are familiar with tandem safeties, far superior in all respects to any other in use; and the "Catford," notwithstanding its lightness, is all that could be desired as a racer or light roadster for medium weight riders, standing the use on our rough roads as well as any of the high grade safeties that weigh from ten to fifteen pounds more.

The simplicity of construction, judicious distribution of metal and fine running qualities, are the strong points of the Premier Safeties. Yours truly, FRANK T. MILES & CO.

The Simplicity of Construction, Judicious Distribution of Metal, and Fine Running Qualities are the Strong Points of the Premier Safeties."

There are no stronger Selling Points than these, insuring the best of satisfaction to the purchaser and the most substantial profit to the dealer. Application for terms and territory should be made at once, as same is being rapidly taken up. New 44-page Catalogue, illustrating and describing seven different styles of PREMIER SAFETIES, mailed free.

LLEWELLYN H. JOHNSON, Manufacturing Importer,

401 & 403 Main St., - - - ORANGE, N. J.

MR. HARRY D. HEDGER, 473 Tremont street, Boston, Mass., has secured the Boston agency for Banker & Campbell's celebrated "Ormonde" cycles, and will soon have a complete line of these machines on exhibition.

MR. LEWIS F. SMALL, formerly general manager of the Boston Association gymnasium, is now a partner in the Kingston Knitting Co., of 27 Kingston street, Boston, Mass., at which place Mr. Small will be pleased to see his old friends and others who may wish goods in his line.

MR. CHARLES H. WELD & CO., of 235 Tremont street, Boston, has established a cycle and general sporting goods depot at the above address. They represent the Vulcan line of safeties for men, ladies, misses and youths.

H. G. ROUSE has just returned from his California trip. While in Pasadena he bought out the entire stock of Mr. A. T. Atkins and secured the services of Mr. Atkins for his house here. This will add one more hustler to the ranks of the Peoria wheelmen and will swell the list of Rouse, Hazard & Co.'s employees to twenty-four.

PRINCE WELLS, the well-known trick rider, has settled down permanently in Louisville, Ky., at which place he has opened up a first-class cycle agency and repair shop. Mr. Wells has just refused an offer for a six months engagement at the Olympic Building, London. In case any good American trick rider would like to apply for the position refused by Mr. Wells, there is a good chance to secure same. Mr. Wells also offers to give any such rider full particulars of the proposed engagement.

FIXTURES.

APRIL.

20—W. Van Wagoner starts on his record ride to Chicago at 12 noon, from the Tremont House, Boston. (Weather permitting.)

MAY.

3—Grand reunion run of Missouri cyclists over the roads of Pike Co., Missouri.
4—Reunion of cyclists of St. Louis, Quincy, Hannibal and Clarksville, at Louisiana.
10—First race for the *Item* 5-mile road race for Philadelphia riders.
17—Amateur race meet of the Harvard University Cycling Association, on Holmes' field, Cambridge, Mass.; entries close May 3d. Address W. B. Greenleaf, 41 Weld Hall, Cambridge, Mass.
24—"Pony Tournament," S. and L. B. T. Association. Address Harold Child, Secretary, 1112 Olive street.
24—Spring Tournament of St. Louis Track Association.
24—Race meeting at Hamilton, Ont.
24—Race meeting at Woodstock, Ont.
28—Tournament at Hamilton, Ont.
30—Bay State Bicycle Club races at Agricultural Park, Worcester, Mass. Address B. A. Lamont, Worcester, Mass.
30—Maine Division L. A. W., annual meet, at Lewiston.
30—Road race, Irvington-Milburn, N. J.
30 and 31—New Jersey Division, L. A. W., annual meet at Plainfield.
30—Pullman road race at Chicago, Ill.
30—Rome, N. Y., Bicycle Club tournament.
30—Tournament of the Rambling Wheelmen at Bridgeport, Ct.
31—Intercollegiate games at Berkeley Oval, New York.

JUNE.

7—Second race for the *Item* 5-mile road race for Philadelphia riders.
7—Hill climbing contest, Son-of-a-Gun Hill, at St. Louis, Mo.
7—Elwell party starts for Europe.
9—New Haven Bicycle Club Tournament and annual meet Counecticut Division L. A. W. Address A. G. Fisher, P. O. Box 1558.
27, 28—Pennsylvania Division meeting at Philadelphia.
27, 28—Probable dates, great century run, Orange to Philadelphia.
28—Chicago Cycling Club vs. Wilmington Wheel Club team race, Lancaster Pike, Philadelphia, Pa.

JULY.

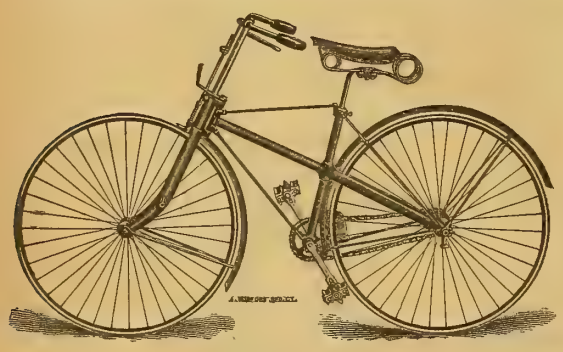
1 to 3—Missouri Division tour to Columbia, starting from Clarksville. Address W. P. Laing, Marshal, 1724 Olive st., St. Louis.
4—Chicago, Ill., Cycling Club's race meet.
4—Open handicap road race, Cincinnati, Ohio, address J. E. Poorman, 8th and Race streets, Cincinnati, Ohio.
4—Brownsville, Pa., Cycle Club race meeting.
4, 5—Missouri State Division meet at Columbia, Mo.
7—Kentucky Division meet at Richmond.
8—Kentucky State Diviison meet at Maysville, Ky.
24, 26—Ohio Division meet at Cincinnati.

AUGUST.

16—Annual tournament St. Louis Bicycle Race Track Association, St. Louis, Mo. Address Harold Child, 1112 Olive street, St. Louis.
20—Detroit to Niagara Falls tour. Particulars to C. H. Smith, 211 Putnam avenue, Detroit, Mich.
25, 26, 27—L. A. W. annual meet and national championship at Niagara Falls, N. Y.

SEPTEMBER.

12, 13—Peoria, Ill., Cycle Club tournament. Address H. G. Rouse, Peoria, Ill.
1, 2—Hartford Wheel Club tournament.



Ball Bearings All Around. Perfectly Interchangeable and Warranted.

Price $100.

Now on the market, and admitedly a wheel giving full value for price asked.

Our facilities are such as to insure prompt shipments.

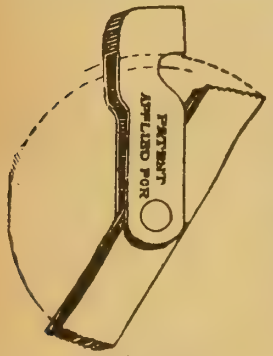
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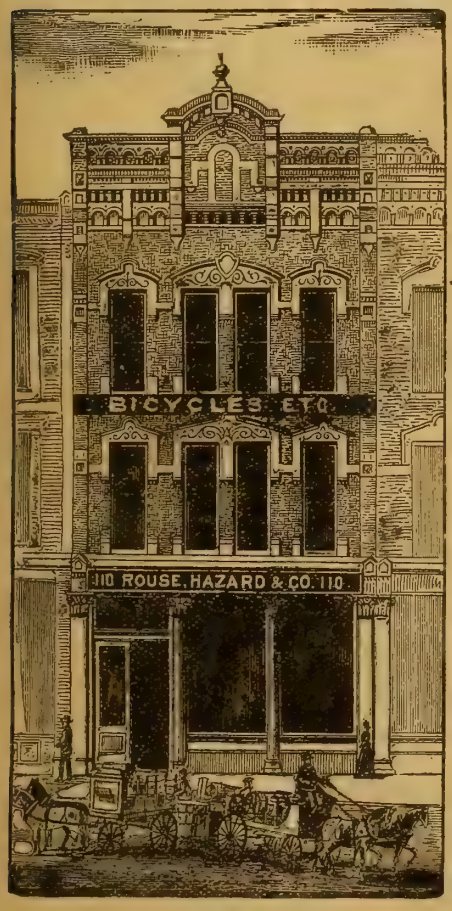
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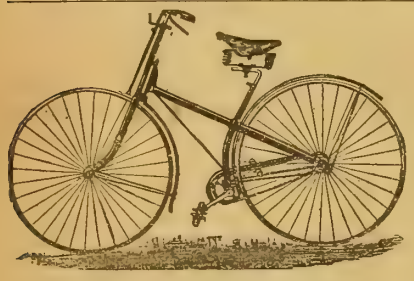


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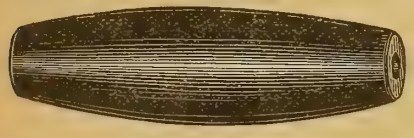
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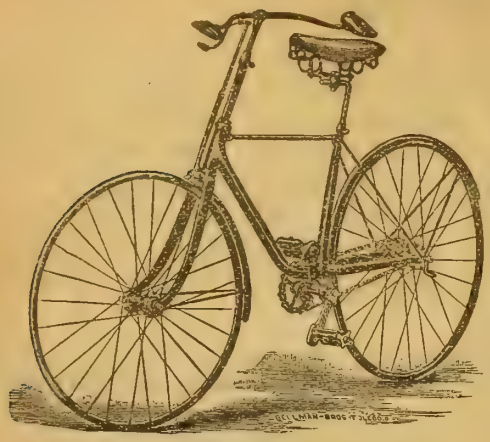
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"Giant" Cycles.

—ALSO—

The Standard Sewing Machine

173 Tremont Street, Boston.

AGENTS WANTED.

SIDWELL & SABEN,

NEW ENGLAND AGENTS FOR

RUDGE & QUADRANT.

DEALERS IN

New and Second-Hand Machines for Cash or Installment. Machines Exchanged or Sold on Commission.

Cycle Repairing In All Its Branches.

We carry a full line line of Cycle Parts and sundries,

MAKING A SPECIALTY OF RUDGE PARTS

of every description. Call and inspect stock.

OPEN EVENINGS UNTIL 9 O'CLOCK.

182 Columbus Ave., Boston, Mass.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,
118 Warren Street, New York.
Mills, Bouckville, Madison Co.
ESTABLISHED 1865.

THE Cyclist who buys a New Machine on the faith of an advertisement is too good for this world, therefore we do not expect to sell

"NEW RAPID" CYCLES

on the strength of the following statement alone:

During 1889 we made over 7000 of our Celebrated "New Rapid," True Tangent Wheels for use in our machines, using something over 350,000 spokes; now out of this enormous number WE DID NOT HAVE A SINGLE BROKEN SPOKE REPORTED TO US.

The above proves that our wheels are perfect, but does not relate to the machines themselves; the ordinary cycler, however, is a man of intelligence, and he will acknowledge that a firm who are careful in the construction of the wheels, must also be careful, and devote considerable attention to every part of the machine, and this we do.

After reading this send for a descriptive Catalog of "New Rapid" Cycles to the CLARK CYCLE CO., 340 N. Charles Street, Baltimore, Md., who are our Agents.

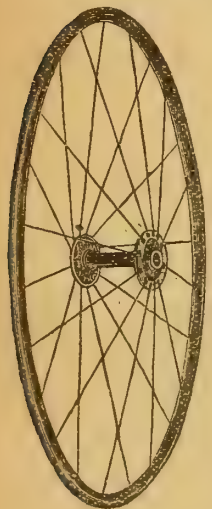
ST. GEORGE'S ENGINEERING COMPANY,

BIRMINGHAM, - - - ENGLAND.

Inventors and Sole Makers of the NEW RAPID CYCLES.

I. A. WESTON & CO.,

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Manufacturers of

PATENT

Improved Suspension

Steel Wheels.

All grades and sizes, from 12 to 42 inch diameter, in quantities, for Bicycles, Tricycles, Velocipedes, &c., &c.

Safety Wheels a Specialty.

Those contemplating manufacturing such will do well to write us for prices.

THE

TEMPLE CYCLE EXCHANGE,

47 & 49 State St., Chicago.

Best equipped bicycle house in U. S. Finest riding school in Chicago. High and medium grade

AMERICAN AND ENGLISH CYCLES

Good exchanges made for second-hand wheels. Write for catalogue. Mention this paper.

RALPH TEMPLE, Managing Prop.

STRICKLAND & PIERCE'S

FAMOUS SPORTING SHOES.

THEY NEED NO RECOMMENDATION.



MEN'S BICYCLE SHOE:

No. 1.	Kangaroo, hand sewed	$5.00
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MEN'S BASE BALL SHOE:

No. 1.	Kangaroo, hand sewed	$7.00
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No. 3.	Russett, calf	5.00

SPRINT RUNNING:

No. 1.	Hand sewed	$5.00
No. 2.	Hand sewed	3.00

Agents should place their orders now to avoid delay.

STRICKLAND & PIERCE, Randolph, Mass.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

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Cycling Art, Energy and Locomotion.

The most valuable, interesting, unique and amusing book on

SCIENCE OF CYCLING

Ever issued.

It contains 300 pages of solid meat for those interested in the

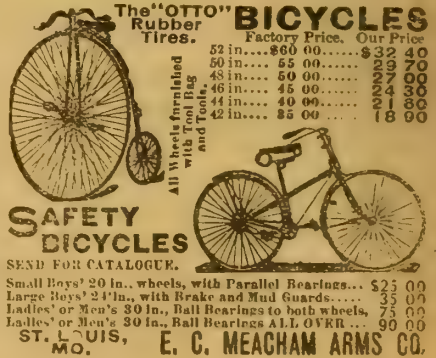
Art of Cycling as a Science.

Profusely illustrated and beautifully printed and bound. **Price, $2.00.**

For sale by the

Bicycling World Co.,

12 Pearl Street, Boston.



SAY TO YOUR FRIENDS,

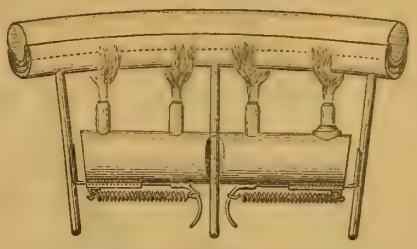
Men or women, who wish to learn to ride the bicycle, that PRIVATE LESSONS are given in my Large Hall (floor space clear, 50x100), every day and evening (Sundays excepted.)

Lessons are by appointment. Hours can be secured in advance, and further particulars learned at my office. Come personally, write or telephone.

NO SPECTATORS.

NEW AND USEFUL

PERFECTION TIRE HEATER.

Price $1.50.  Price $1.50.

Patented No. 323,686, Aug. 4th, 1885.

Loose Tires Cemented on the Road in a few Moments.

Can be Carried in the Tool Bag.

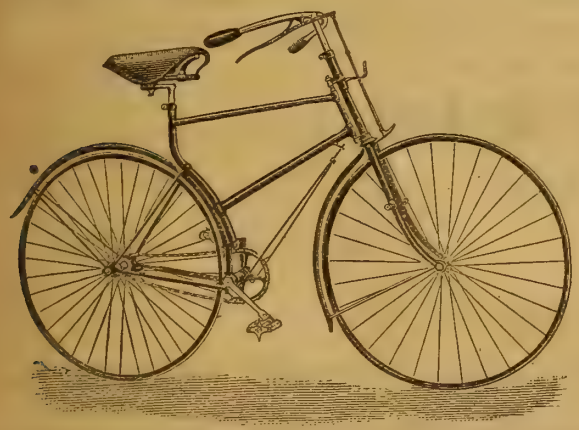
A Simple Saver of Time, Money and Patience.

Can be procured of any dealer in Bicycles, or of the Manufacturer,

GEO. R. BIDWELL,

313 W. 58TH STREET, Near 8TH AVE, N. Y.

Telephone 1164, 39th St.



"ORMONDE"

LIGHT ROADSTER.

WEIGHT, 36 LBS.

HANDSOME, ✣ LIGHT, ✣ STRONG.

SEND FOR CATALOGUE.

BANKER & CAMPBELL, 1788 Broadway, New York.

AGENTS APPLY.

THE LATEST CRAZE

is the Safety, and the price of ordinary wheels is going down with a crash that is very sickening to all the dealers. We are still ready, however, to take ordinaries in trade for all styles of new Safeties and if you can't make figures with your nearest local dealer, you had better write to us; also, SEND YOUR NAME IN FOR A COPY OF OUR 1890 CATALOG, which will be the finest thing in its line of the season.

ST. LOUIS WHEEL CO., ST. LOUIS, MO., 311 N. 14th St.

PREMIER BICYCLES.

Apply at once for Local Agencies. This will be a great year for PREMIERS. The Catford at $140.00 and the Universal at $85.00 LEAD THEM ALL.

FAIRBANKS, SANBORN & CO., Eastern Agents, 145 Columbus Ave, Boston.

Examine our wheels or send for catalogue.



WE CLAIM

A Diamond braced Cross Frame, well proportioned, (as in the Union Safety), to be the strongest method devised for connecting the driving and steering wheels, and reaching the desired points for attaching crank axle and saddle post.

It is not necessary to jump into high mathematics to prove this.

LOOK AT THE UNION AND SEE IF IT IS BUILT RIGHT.

UNION CYCLE MFG. CO.,

HIGHLANDVILLE, MASS.

Our Eighth Year at the Old Stand.

W. W. STALL,

ODD FELLOWS' HALL,

509 TREMONT STREET, 4 WARREN AVENUE.

BOSTON, MASS.

Safety Bicycles, Wholesale and Retail.

SOLE NEW ENGLAND AGENTS FOR

ST. NICHOLAS MFG. CO.,	Chicago, Ill.
INDIANA BICYCLE MFG. CO.,	Indianapolis, Ind.
CAPITAL CYCLE CO.,	Washington, D. C., PSYCHOS.
JOHN WILKINSON CO.,	Chicago, Ill., ROVERS.
SWEETING CYCLE CO.,	Philadelphia, Pa., COVENTRY RIVAL.

We are practically headquarters on low-priced wheels especially, and are prepared to supply the trade. Safeties for men at from $60.00 upward; Ladies at from $45 upward, and Boys at from $18.00 upward.

We offer the above goods to the New England trade, and solicit correspondence with agents and parties desiring to become such.

LIBERAL INDUCEMENTS TO LIVE MEN WHO WILL "HUSTLE."

Send 5 cents in stamps for our new Catalogue.

Forward! March!

Yes, brethren, "Dearly Beloved, DEARLY BELOVED" (?) Oh, yes. WE don't lay up anything against the hide-bound, narrow gauge, small bore contingent. Our hearts are GLAD and our faith and hope buoyant enough so that we can say "DEARLY BELOVED BRETHREN." They give us so MANY striking tokens of regard, OF LATE, that our affections WARM UP, at the mention of their names, daily. But we wander—we are discursive—to return to our MUTTONS. (Now, Typo., if you leave off the "S" final on MUTTONS, there will be a collision, don't you forget it.)

WE were about to observe that "FORWARD, MARCH!" means SOMETHING. FIRST:—Which Way IS FORWARD—ADVISEDLY? Why, WESTWARD, of course, you bet, every time, by a large majority.

As near as we can get at FACTS in the matter, CIVILIZATION started in the Valley of the Euphrates; it has been steadily advancing WESTWARD, until Civilization has, at last, after its long, long journey, got back where it started. An enterprising lot of fellows have put their heads together and are bringing irrigating ditches, from a long distance away, too, wherewith to wet down the hard, sun-baked earth, to the end that it may yet again produce abundantly, and become as of yore, a veritable GARDEN OF EDEN. Oh, yes, this is the same VALLEY where ADAM and EVE first started the fruit Biz. Those APPLES have been travelling WESTWARD, for a long, long time. All the sweet grasses, beautiful flowers and toothsome fruits once grown in ADAM'S NURSERY took up their line of march WESTWARD. They have IMPROVED on the journey. Well, HAVEN'T they, tho?' AT LEAST, SOME OF THEM.

Well, we really should remark, AUDIBLY, too. EVERYTHING IMPROVES that goes West, and KEEPS GOING. CYCLES had to go WEST to get fixed up just about right, FRANCE to ENGLAND, thence to AMERICA. NOTE THE IMPROVEMENT in the Stock transplanted into the first garden patch in AMERICA. THAT'S the HUB, OF COURSE. THAT Strain of Stock has been STEADILY IMPROVING. Seeds have been scattered, far and wide, by MAN, and BIRDS, and the WINDS, and they have TAKEN ROOT and are bringing forth fruit.

BUT right here in NEW ENGLAND, even in WESTBOROUGH, was brought forth the finely improved "BROTH OF A MACHINE," a BRAND NEW SPECIES, not a Sprout or Sucker from some old Tree, but SOMETHING NEW, NOVEL, WONDERFUL, SOMETHING FINE, SOMETHING that TEETOTALLY TICKLES the "BOYS" who have seen it and ridden it, THAT WONDERFUL REAR HUB, THAT ACME of SIMPLICITY. Those LITTLE GEARS, that will stand a breaking strain of TWO TONS and WON'T BREAK then, even. Those LITTLE GEARS that will, if belted on to, transmit FOUR HORSE POWER, DAY and NIGHT, for an INDEFINITE PERIOD, and NEVER get weary. Why, the TEETH where they MESH are SCARCELY BRIGHT after a run of A THOUSAND MILES.

ALL the RIDING MEN, SOUTH and WEST, are writing us FINE LETTERS, daily, about the "BRONCHO" and its LIGHTNESS, BEAUTY of OUTLINE and FINISH, COMPACTNESS, EASE of RUNNING, STEADINESS in STEERING, EASE with which it can be ridden UP STEEP HILLS, EASE with which you can RIDE IT, HANDS OFF, for Miles, EASE with which it can be ridden, HANDS OFF, ON ONE WHEEL. NO, NOT THE FRONT WHEEL, at least, NOT YET. THAT will be a matter for AFTER CONSIDERATION. That is, when we have MORE TIME than at present.

Any of you, gentle readers, who have not yet been FORTUNATE enough to get a look at a "BRONCHO" or a CATALOGUE, had better apply for the latter, AT ONCE. READ, PONDER and be WISE, you CANNOT be OTHERWISE—if you have got HORSE SENSE. You want to READ UP on the subject of "BRONCHOS," THREE KNOT SKOOKUM OIL, SKUDERDRAK'S EMBROCATION and LIVINGSTON'S SURE CURE. That little procession of goods and chattels will MAKE THE WORLD GO ROUND EASIER, for some time to come.

Send for '90 "CAT." LOOK OUT for 100 CUTS, later.

WHITE ✣ CYCLE ✣ CO.,

WESTBORO', MASS., U. S. A.

QUIDPROQUO, BOSTON.

QUIDPROQUO continueth since 14th March, 1890, to discourse on the last page of the BICYCLING WORLD each week, pages 458, 488, 518, and 548. It may interest you to look over these pages, They are not all printed in enormous and large face type to catch the eye, nor with enormous claims and large face statements to catch the credulous purchaser. They are written not only with the intention to tell the truth---which, though commendable, might alone result in the slovenliest misstatement (for one sort of pavement for one sort of place is made of good intentions, you know), but what is more to the point, these pages are written after investigation and when memory has been verified by the records. No mistake has yet been pointed out to the writer, but there may be a slip for some reader to discover, If so, please send along a note to 77 Franklin street, Boston, Mass., as Quidproquo drops in each day at the principal offices of the Pope Mfg. Co.

IT PLEASES THE GIRL.

SOME say * * * * * one way and some another. But I don't say either. I say, buy what you want, and have a good reason for wanting it. But I have noticed one thing. You can buy a watch, or a ring, or a set of jewelry, at any one of a dozen stores, new, or small, or foreign or home supplied. But, everything else being equal, if you go into Tiffany's, for instance, you get a good thing and are satisfied with it. Perhaps you may not really get anything better or finer, or for less money; but there is the satisfaction of buying of a large house, well known to be honorable and responsible. And when your best girl sees the name of Tiffany on the box, the present pleases her. It is the same way in other things. It is worth something to have Brewster's name on a buggy or a brougham. It is worth something to have Pope Manufacturing Company's name on a Ladies' Safety, or a Columbia Light Roadster Safety.

CLINKING THE WHEELS.

YOU'VE noticed how the railway companies have men go around all the cars at the stops of their fast trains, and clink the wheels to see if they're safe and sound; and you know that the large manufacturers of guns and of bridges, and of other instruments of accuracy and importance, test not only the finished thing but the materials of which it is made. Well, just as rigid methods of inspection are practiced by the Pope Manufacturing Company on the Columbia Cycles and the materials of which they are made. Who was it that began, years ago, to take samples of its materials to the Government testing machines, and submit them to the rigid, impartial tests of the Government Inspectors, before using them? Why, the Pope Manufacturing Company, of course!

NOT YET COPIED.

SPEAKING of wheels, have you noticed that larger front wheel on the Columbia Light Roadster Safety? Most people have, and the riders of it are perfectly satisfied therewith. Although several things about this Safety have received the compliment of imitation already, this feature has not so far been copied. Why is the front wheel larger? Not to save expense, for it were cheaper to make both wheels the same size; not to save weight, for a 30-inch wheel were lighter than a 32-inch; not to save vibration, for that is taken care of by the spring fork. But that Columbia Light Roadster Safety was made after many experiments, many changes, slighter or greater, in the model. It has had the most successful career of any Safety on the market, and there must be something in it.

"LION AMONG SAFETIES."

NOT ONLY the parts of a good cycle are tested, not only does the result of all previous good points arrived at in the same factory go into a new model machine, but the machine must be tested as a whole. It is an organization like an animal. Parts must be proportionate. They must be correlated. In a good shop, that is done with the models, before a machine is put on the market; but then, be it done never so carefully, corrections and changes, slight in themselves but important to the rider, are afterwards made to bring a machine to perfection. Thus has the Columbia Light Roadster Safety been wrought out until it has earned the title of "The Lion Among Safeties."

NOBLE ANIMALS HIGH FORWARD.

DID you ever notice that the nobler animals have the higher end forward? The lion among animals and "the Lion among Safeties" have a noble front. The Columbia Light Roadster Safety (acknowledged to be the handsomest machine on the market) has been proved to be the easiest running and the easiest steering. If you compare the riding of this machine on the road you will see the virtue of the 32-inch steering wheel. Any machine may ride nicely in a hall, or in front of a store on a good piece of macadam, but ride it off by the hour, up hill and down hill, on loose road and hard road, ruts and ridges, as roads average, and you find that the Columbia Light Roadster Safety steering is never erratic, and is always positive.

FOUNDED THE 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 18 APRIL, 1890.

Volume XX.
Number 25.



VICTOR, King of Safeties.

BEST ON EARTH

ASK VICTOR RIDERS.

JOHN P. LOVELL ARMS CO.,

BICYCLE CATALOG FREE

MAKERS OF THE

DIAMOND

JOHN P. LOVELL ARMS CO. DIAMOND MANUFACTURERS BOSTON, MASS.



$85.

SAFETY

STEEL TUBING, DROP FORGINGS and BALL BEARINGS TO ALL PARTS.

147 Washington Street, BOSTON, MASS.

THE TARIFF ON WHEELS,

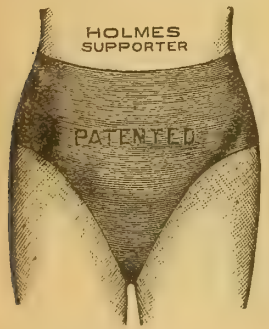
Its effect on the price of them, and what its removal would do for the American Manufacturer, are questions which have been often referred to us for an opinion.

We have refrained from any public expression on the subject, knowing the esteem in which our judgment is held, and fearing to take the responsibility of deciding so important a question. However, we *will*, if we can be assured that Congress will take no decided action in the matter without further looking into it, (and we are probably safe enough on this point.) How we see it can best be illustrated by the following *true* story, and a *strictly true* statement bearing even mataphorically on the tariff question, is in itself noteworthy. During early life we were permitted to associate, more or less, with cattle, (this may account for many things about which our friends have wondered.) Among our former companions was a cow, whose offspring had at a tender age been taken from her, to be made into turtle soup. Her maternal instinct was strong, and in her grief she wandered far into the woods and thus her owner was unable to perform the functions formerly attended to by the calf. Finding herself in need of relief, having a long neck and a belief in patronizing home industries, she was able to take from her own udder the milk that was "seeking an outlet." Indulged in at first as a necessity, (a sort of "war measure" as it were) the habit grew upon her until she came to consider it quite the proper thing and declined other forms of nourishment. Our employer attempted in various ways to make obvious her error. "It is true," said he, "she is getting 14 quarts of good rich milk every day, but she doesn't consider where it comes from." She was still unwilling to swap her own product so as to get more nourishing food which could be produced by others at a profit, and insisted on keeping out "foreign competitions," determined to supply *herself* with sustenance at whatever cost. Well, the cow couldn't see it otherwise, but her owner did, and when her *body* got so much poorer that her *head* found nothing from which to get fatter, he put her in a straight jacket, and when she got to eating the right sort of cheaper food she produced milk enough when sold in the open market to more than twice pay for it. And the people who raised the hay and grain made a profit so that they could afford to buy the milk. They tell us that if English made bicycles were admitted duty free into this country, it would drive out of business the American makers. We deny this, but let that pass and suppose that American makers could *not* compete. *What of it?* Is the one man who makes wheels of more consequence than the *ninety and nine* who want to buy? We wot not, as Coleridge would say. Personally we are young and green and may be "away off" on these things, but we don't want to be protected, even from the jeers of those who don't know the virtues of *Hickory Wheels*. When we *can't* hold our own, provisions are made for us to be supported at the public expense, but we want it called by its right name, and then the public know *what* they are paying for.

STERLING ELLIOTT, = Newton, Mass.

P. S. The duty on hides comes out of more hides than the wearers of them suspect. Our catalogue is not *bound* in calf, but there is a tariff on it which *we* have paid, and offer it to you *free*, even though that might seem to be all it's worth.

Jersey-Fitting Supporter.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts tell us that it is the best and most satisfactory supporter made.

Let every Sportsman Try Them.

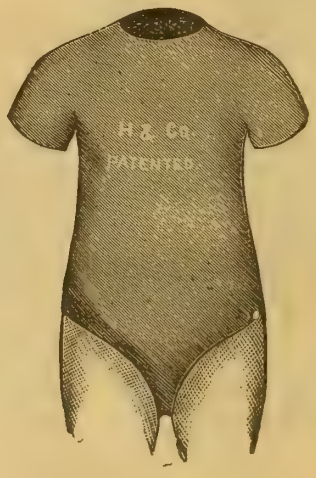
Price $1.00. Will send by mail on receipt of price. Send size of Waist and Hip.

Send Stamp for Catalogue.



FULL PANTS.
(Patented.)
828.
Heavy Rib.
Improved double seat, strap & pocket.

No. 884. Heavy Rib.





KNEE PANTS.
(Patented.)
810. Heavy Rib,
Improved double seat and pocket.

CAUTION We hold Letters Patent for improvement on Pants, Tights, Supporters, and Support Jacket, as represented in these cuts. Each garment is marked H. & C., Pat. Dec. 3d, '89, and we *caution* all dealers against selling any garments infringing on these patents. Garments *not bearing* our *patent* mark are *infringements*, and parties selling them will be held responsible to the extent of the law. HOLMES & CO.

Athletic and Gymnasium Garments Manufactured by

HOLMES & CO., 109 Kingston St., Boston.

A. Shuman & Co. Boston

CLOTHIERS.



Suits for Wheelmen

IN LARGE VARIETY,

—MANUFACTURED FROM—

Serges, Blue Flannels, Corduroys, Homespuns and Tweeds, in light and dark mixtures.

NORFOLK

AND

BICYCLE JACKETS,

$5, $6, $7 and $8.

BICYCLE PANTS,

(Single or double seat)

$4 and $5.

A. SHUMAN & CO.

Manufacturing Retailers,

Washington Street,

(CORNER SUMMER STREET,)

BOSTON.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

FOR SALE.—50-inch New Mail, very little used; in first class condition; only $55.00; a bargain. Address C. V. DENNY, No. 361 Madison ave., N. Y. City.

EAGLE WANTED.—54-inch. State condition, finish and lowest price. H. A. WOLCOTT, Stevens Institute, Hoboken, N. J.

NEW PREMIER TANDEM SAFETY.—200 tickets, $1.00 each; drawing May 1. Only a few left; send at once. References, First National and Citizens' Banks. T. W. HAWORTH, Waverly, N.Y.

53-IN. Columbia Lt. Roadster $50.00, or will exchange for boy's safety. F. H. McKEE, North Adams, Mass.

SURPRISE COLUMBIA TRICYCLE—In splendid condition, at a bargain. C. W. EDGERTON, Fort Wayne, Ind.

WANTED AT ONCE—Six experienced bicycle repairers. Apply to No. 45, Bicycling World office.

WANTED—To hire a safety wheel for the season. Address W. I. L., 4 Winter st., Portsmouth, N. H.

FOR SALE—45-inch Star bicycle, new last season, in first-class condition, with Brook's cyclometer, for $80. EDGAR E. BROWN, Providence, R. I.

WILL SELL—Columbia Light Roadster, 55-inch, first-class condition. Looks like new. WM. M. LYBRAND, 2151 Uber Place, Philadelphia, Pa.

FOR SALE—54-inch ordinary, in fine condition, full nickel, ball bearings, "King of the Road Lamp." Price $45. Address 73 Rutland st., Boston.

FOR SALE—Coventry Rival safety, bell and wrench. New last June; cost $85; has been overhauled and new tire put on. Will sell for $60. EUGENE J. BUSH, 500 N. Broad, Philadelphia, Pa.

FOR SALE—48-inch Special Star, 2-3 nickeled, h. frame and balls for $50; also 39x24 Special Star, almost new, 2-3 nickeled, balls, h. frame and bars, Star touring bag and luggage carrier, for $90. Address DR. G. E. DOW, 507 1-2 Congress st., Portland, Me.

A BRAND NEW American Rambler for sale for only $105. Address H. W. CASE, Ansonia, Ct.

$91 or best offer above will secure my 55-inch '89 Columbia Light Roadster. Cost $130. Almost new. Ridden but little. No better or handsomer wheel made. In crate, charges prepaid. T. E. TENNEY, Oberlin, Ohio.

RACER, 21 lb., genuine Beeston Humber, stiff and true, balls to head, wheels, rat-trap ball pedals, racing saddle, complete, $42.50. G. W. WALTER, 61 Winder Bldg., Washington, D. C.

BIG BARGAINS—One 50-inch Victor, one forty-seven pound tricycle, one brand new Ladies' high grade bicycle, at second-hand price. Write for particulars to Drawer X, Holyoke, Mass.

BARGAINS—One 54 Light Roadster, one 54 Expert, and one 56 Expert, all Columbia, full nickel, and all balls machines, 1889 pattern, just like new. Your choice for $100. Write quick. W. M. FERGUSON, Jefferson, Iowa.

CYCLOMETERS—I have several "Butcher" Cyclometers, 10,000-mile pattern, for sale cheap, or exchange for other goods. Write me. J. W. BADGER, 6 Berkeley st., Boston, Mass.

$3.00 Per Pair.



$3.00 Per Pair.

TOULMIN'S KANGAROO BICYCLE SHOES

Greatly improved. Best and cheapest Shoe in the Country. In addition to the above, we also make an elegant Bicycle Shoe, all Hand-sewed, $4.50. High cut above ankle, $5.00. This makes an elegant street shoe. Special inducements to Agents. Send for catalogue containing rules for self measurement. Correspondence promptly answered. Address

W. B. TOULMIN, 285 Main St., Buffalo, N. Y.

Bicycle House

ICYCLE SUPPLIES



HOWARD A. SMITH & CO.'S TOURING CAP.

Light and comfortable, is made entirely of wool, without pasteboard or sweatband; in navy or color. Leather visor. By mail, Price **75c.**

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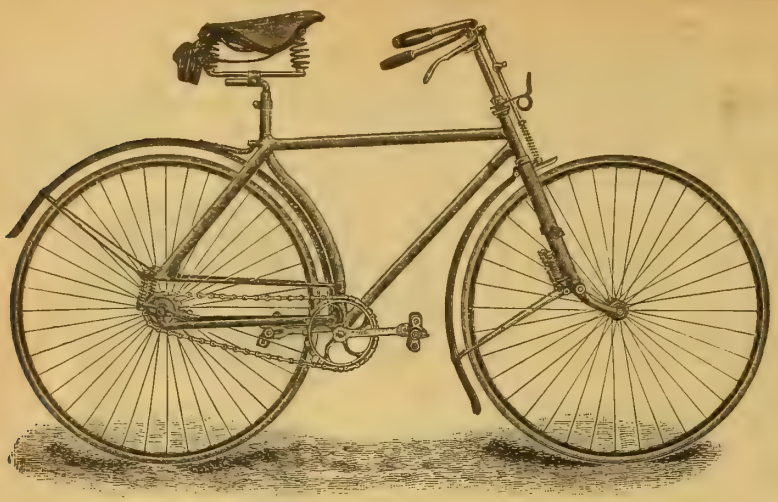
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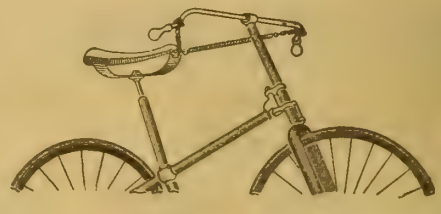
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ESTABLISHED 1826.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE WHEELMAN COMPANY,

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the Wheelman Co.

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 18 APRIL, 1890.

SPECIAL ARTICLES WANTED.

THE editor of the WORLD solicits from the readers of this paper and others special articles of general and practical interest on all the branches and phases of cycling. Such articles as are accepted will be paid for and the contributor notified. Those that are not accepted will be returned to the writer if postage is enclosed to cover same.

We wish contributors to avoid personalities, as these are not of "general or practical value." We shall also be pleased to receive accounts of tours on the same subject and terms.

FOR purposes of convenience the proprietors of this paper have incorporated its business, under the laws of the State of Massachusetts, under the name of THE WHEELMAN COMPANY. The officers are E. C. Hodges, President; C. W. Fourdrinier, Treasurer, and J. S. Dean, Clerk; and the Directors are the same.

SINCE our last issue we have taken our first ride of the season. We cannot but regret that we have not kept our muscles in condition by frequent spins during the winter months. To those who, like ourselves, have not yet got in good riding trim we advise moderation. There is nothing which is so apt to disatisfy one with cycling than to attempt a long, hard run when out of condition. Cycling, like all good things, should be used and not abused.

THE character of the material Boston's Street Superintendent is using to patch the highway reflects upon his capacity for the position he occupies. The size of the rocks he has strewn along Chester Park and other streets is enough to make Macadam turn in his grave. The fact is that Boston's streets are in very bad condition.

CAMBRIDGE has elected a new Superintendent of Streets. We should think it about time, if the conditions of its streets is any test of the capacity of its Superintendent.

QUINCY, Mass., Wheelmen ask that the ordinances against sidewalk riding be modified. We don't blame them much. There is no place with more good material for road building than this town, and yet there is no place so near Boston with such disgraceful roads. If Faxon would only devote some of the energy he wastes in a vain attempt to procure universal total abstinence, and expend in improving his town, he would earn greater rewards, both on earth and in heaven.

HARVARD UNIVERSITY CYCLING ASSOCIATION TOURNAMENT.

THE Harvard University Cycling Association will hold its race meet May 10, on Holmes' Field. L. A. W. rules will govern. Entries close April 30. For entry blanks address W. B. Greenleaf, Manager, 41 Weld Hall, Cambridge, Mass.

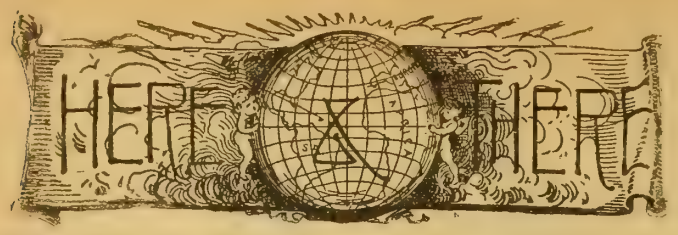
THE ROVERS' OF CHARLESTOWN (MASS.) MINSTREL SHOW.

JUDGING from the broad smiles and audible smiles of the many wheelmen assembled in Association Hall, Charlestown, last week, Friday evening, the entertainment in cork given by the Charlestown Rovers was a big success. The *Herald* thus speaks of the performance: "The programme was a long one, and every number on it was given in a manner which well deserved the applause received. The work of the circle itself was of a very interesting character, many funny hits being made on local topics, the club and individual members. "The Whistling Coon," by Walter E. Stone was well rendered, as was also "Woman, Lovely Woman," by E. H. Close; "Who's Dat Callin' So Sweet," by A. B. Davenport; "Swing Dose Gates Ajar," by Frank Swift, and the humorous musical sketch by Messrs. Heymer and Webster, while "A Smile with Walter E. Stone," not only earned its title, but succeeded in convulsing the audience, upon which some one "spoke" up and said "'Wheel' be 'tired' to-morrow and in luck if our 'backbone' don't 'break'" The remainder of the programme included well known professionals and semi-professionals as end-men and a quartette selected from the choirs of the best of Boston's churches. Bouquets were presented the performers by the Cambridgeport Club and by Messrs. Charles and John Burns and Haley of the Cambridge Club. After the show a reception was held at the club room, Monument Square, which was attended by twenty-five members of the Cambridgeport Cycle Club, under command of Captain Kehew; a delegation from the Boston Bicycle Club, under command of Captain Kendall; President Amory, Lieut. Sprague and E. B. Pillsbury of the Massachusetts Bicycle Club; President Blackmer and a delegation from the Medford Cycle Club, members of the Press Cycling Club of Boston, and several other clubs."

MASSACHUSETTS WHEELMEN ATTENTION.

THE committee appointed at the last meeting of the Board of Officers, to arrange for a tour from Worcester on the day following the holding of the spring meet, would like to hear from Captains of clubs who have any idea of calling a run from that city, and from persons who propose to participate in the return tour. Address the committee, care of this office.

WE are in receipt of an original and unique invitation and programme of an entertainment for Friday night, sent out by that original and unique man, Mr. Sterling Elliott. As we expect to be on hand further particulars will be given next week.



BOSTON NOTES.

"TONEY."

"Who's Dat a Callin', Who's Dat a Callin' So Sweet," sung by some hundred odd jolly bicyculars greeted the Charlestown Rovers as they hove within hailing distance of the rendezvous at the reservoir one morning last week. The little hill in the rear, upon which wheelmen love to recline, was dotted here and there with groups of wheelmen whose gray and blue uniforms stood out in bold relief against the background of fresh green grass and gray clouds, thus forming such a picturesque scene as can be witnessed at that place on any fine Sunday. As the cyclers mingled together and exchanged fraternal feeling, the league uniform worn by the Roxbury Bicycle Club was easily distinguished, as was also the natty gray uniforms of the Somerville Cycle Club, and the Charlestown Rovers, and the quiet dark blue costume of the Massachusetts Club, yes, and even the uniform of the Rhode Island Wheelmen, worn by President Spiers, Tourmaster W. S. Cook, H. L. Perkins. and Lieut. Ballou. The gray uniform of the Cambridgeport Club predominated, and no matter to what portion of the reservoir you might go the glittering badge of that organization appeared before your optics. Captain Kehew reports that the register at Bailey's at South Natick bears the signature of seventeen of his good and true men who attended the run on Sunday. The gentlemen from Rhode Island came to Boston on Saturday to witness the athletic exhibition and falling into the hands of Representative Pillsbury and Lieutenant Sprague of the Massachusetts Club were enticed to stop over Sunday and take a ride to South Natick, where they met the Cambridgeport Club members. The Rovers ran to Waltham where a large number of wheelmen were met, and the Roxbury Club to Norwood. The roads between Charlestown and Waltham were reported to be in a very bad condition, and consequently the Rovers and other wheelmen journeyed to the city of watches by way of West Newton and Auburndale, returning the same way.

The Charlestown Rovers are considering the advisability of repeating their minstrel show for the benefit of the Associated Charities of Boston. If they decide to take such an action, as they undoubtedly will, they will not only assist a good cause, but also please a number of their friends who were unable to obtain seats for their last performance.

In the window of a bicycle firm on Tremont street opposite the Common, two safeties are run by electricity, and are attracting a great deal of attention from passers-by. The front wheels of the machines are placed in a rest, while the driving wheels rest on a wheel, the end of which is just level with the window. These latter wheels are turned by an electric motor hidden beneath the window bottom, which also drives a sewing machine.

Dr. W. G. Kendall, the ever accommodating Captain of the Boston Bicycle Club, has invited the Charlestown Rovers to make his residence in Atlantic their stopping place to and from Hough's neck and on all other runs to places in that direction, and furthermore has invited Captain Robinson to call a moonlight run to Atlantic whenever he chooses.

The journalistic wheelmen of Buffalo are considering the advisability of following the example of Boston news gatherers by organizing a bicycle club to be known as the Buffalo Press Cycling Club.

About the proudest members of the Cambridgeport Bicycle Club are A. E. Lynch, J. S. Sanborn, and J. S. Shedd, who were the three leading men in the billiard tournament when it closed last week, and it was with a pretty grace that they carried off their trophies of victory. The club's pool tournament is still unfinished, and considerable interest is centred therein as it practically decided the question of who is the best player in the organization.

Quite a novel and unusual case was brought to the attention of Judge Blodgett in the second session of the civil court last Tuesday afternoon. It was nothing more nor less than a suit of action brought by Thomas G. Fowler, against the city of Boston, to recover damages for personal injuries received while riding on a bicycle on South street, Roslindale, in June 1889. Plaintiff ran into a pile of bricks, which he alleges were negligently left unguarded in the street. The case is probably the first ever brought against the city by a wheelman, and consequently its outcome is being watched by lawyers, horsemen, wheelmen and others, as it will practically decide whether the city can be held accountable for injuries received by being thrown from a wheel that should strike any obstruction left unguarded. At the time of going to press the case was still pending.

NEW YORK.

"HAWKSHAW."

If bicycles had been as common in the days of Alexander Dumas as they are now, I certainly would think that it was after viewing one of them that this great novelist wrote "that human inventions march from the complex to the simple, and simplicity is always perfection." The whole history of the modern wheel is encompassed in these words of the French novelist, it seems to me.

The careless and ungraceful manner in which, in these days, girls shuffle through a quadrille or get knocked about in a valse can hardly be spoken of as the art of dancing. If they would overcome this let them take to riding a wheel. This will teach them how to stand, walk and move with grace, better than a thousand lectures would, since it will cause all of these qualities to become natural, not artificial, accomplishments. No other exercise can give such freedom, for every part of the body is continually in action and the idle practice of standing on one leg, so universal with young girls, and which is known to have often caused irreparable mischief to the figure, is prevented by learning to ride. In riding the legs are so placed that the body rests equally on both feet, with the exception of the support it receives from the saddle. This, with proper raiment and constant exercise awheel in the open air, will bring to the present generation of girls that suppleness and grace of form that makes dancing an art and woman divine. If I were asked what two things would be most likely to make a woman become beautiful, I should not hesitate to declare that they were a bicycle, and the proper and constant riding of it. This may seem to be claiming a great deal, but I believe it is a fact nevertheless.

To Miss Marion Steele greeting. Yours is the best letter on the trials, tribulations and pleasures of woman's cycling career I have ever read, and if you only ride one half as well as you write the number of fair converts you will make to cycling will be great. One writer and rider like you will do more good for wheeling than a dozen Mrs. Grundys can do harm. Believe me, you are welcome indeed to the ranks of those who strive with precept and pen to do yeoman work for cycling.

Ex-King Theebaw, of Burmah, purchased a tricycle before his death, and when the court circular was issued, the fact was stated in the following language: "The Royal Mindoon Min, the golden-footed lord of the white elephant, master of a thousand gold umbrellas, owner of the royal peacocks, lord of the sea and world, whose face is like the sun, has purchased from the bull-faced, earth-swallowing English, a man wagon of steel." Now there's glory for you! Think of a man who had gold feet, and owned a thousand golden umbrellas, taking to cycling. Unfortunately for the "owner of the royal peacocks," however, he became an angel before he had time to take up cycling, and now he is employing the time he would have expended in learning to ride in finding out how to manipulate his wings with the least amount of exertion.

She had just returned from a trip on her new bicycle, and her best fellow had called and was inquiring how she had enjoyed her ride in the park. "It's just too lovely for anything," she replied. "Why, it just runs so easy that I really thought it was going to run away with me." He saw his chance and murmured, "I don't blame it. If I had its chances I'd do it, too." Notice of the wedding shortly.

There are nearly a dozen mutes who are constant riders of the wheel in Central Park, and the number is daily increasing. In fact the cry is "still" they come.

I think it was at the quadri-centennial celebration at Philadelphia that a party of us went over to attend the wheel races held there, taking along with us Ernest Thompson and the "Old Vet," Pitman, as our racing representatives. Now Pit and Ernie had been training with each other, and each knew that when it came to a finish it wouldn't be any easy thing for the one that won. Finally they met in a mile race, with both of them at scratch. A better or harder race no man ever witnessed, and most of us thought the finish was a dead heat, though the judges decided that Thompson had the best of it. Victor and vanquished, though, both knew they had been to the races, and when I got to them they lay across the rail casting up accounts, as though they were sea-sick in the middle of the At-

lantic. "I feel sick at heart," said Pitman when I told him the judges decision. "I'm with you," remarked Thompson, "only mine is further down." Doc. Beckwith, who stood near, and had heard the foregoing remarks, then took a hand in the conversation and said, "well, boys, you know you can't eat your dinner and have it, too." And that was the straw that broke the camel's back, as both Ernie and Pit thought it time to retire from the view of such a sympathetic audience as was there assembled.

INDIANAPOLIS NOTES.

"INDIAN."

A MEETING of the wheelmen was held last night (5th) in the riding hall of Hearsey's store, for the purpose of organizing a cycling club. A constitution and by-laws were adopted and the officers elected. The officers will constitute the Executive Committee. The name of the club will be the Indianapolis Wheelmen. Lady riders are eligible to membership, and three ladies are enrolled as charter members. The club is made up largely of business men, and its objects are to encourage cycling, protect the rights of the wheelmen and prevent reckless riding.

CAPTAIN GEORGE C. PYLE is one of the old timers, and is well known in the East as well as the West. Lieutenant Hearsey will also be remembered by some of Boston's early riders. He was employed by the Cunningham Co. in the early days, and can tell many a fairy tale of cycling at the Hub years ago. The question of making the club a League club was discussed and laid over until the next meeting.

MR. A. A. TAYLOR, of the Pope Mfg. Co., was present at the meeting, and at the request of President Newcomb, made some remarks about the object of the League and the benefits to be derived from membership in that great organization. It is possible that this club will soon become a League club.

THE Y. M. C. A. Bicycle Club will soon appear in a neat uniform which was adopted at a recent meeting.

CHIEF CONSUL HEARSEY is about to commence active work in League matters, and it is hoped this Indianapolis Division will make a far better showing in membership ere long.

A DIVISION tour which will end at Cincinnati at the time of the Division meet in July is talked of. As the starting place will be Indianapolis, "the famous seven" of the Chicago Cycling Club will probably be invited to take the trip on their wheels.

COLONEL A. A. POPE delivered an address on road improvements before the Commercial Club the other night. He was the guest of the Commercial Club, and was well taken care of while in the Hoosier Capital.

CHICAGO.

"THE STROLLER."

THE Illinois Club are making great preparation for their athletic entertainment to be held at the Madison Street Theatre, April 28th, and an attractive programme has already been prepared. Billy Arthur, Chicago's champion amateur boxer and Captain of the club, is down for a number of events, and the wrestling and other features of the entertainment will be of the best. The Illinois Cycling Club quartette will make their first public appearance at this time, and a full house is already an assured fact.

THE Oak Park Club netted some $500 as the result of their dramatic entertainment; quite a nest egg for their building fund. Temple gave an exhibition of trick riding after the play that was well received by the suburbanites.

The Chicago's raffle Saturday eve, was a success from start to finish, thanks to the energetic efforts of the House Committee, and the club's coffers are enriched some six hundred dollars thereby. Nearly all the prizes were drawn by outside parties, although Lumsden and Roberts were lucky enough to be among the winners. The gentleman who drew the entry to the Pullman road race run was on a wheel, and will probably wonder when he strikes a balance whether he is ahead or behind on the raffle.

The athletic part of the programme was very fair, the wrestling match between Barrett and Knode, Barrett to throw his opponent in fifteen minutes or forfeit a gold medal, was exciting from start to finish, and resulted in two falls for Knode and defeat for "Gentleman Geo," and many Chicago boys bewail the loss of their hard won dollar on account of the result of the match. The Chicago Cycling Club Quartette was on hand and rendered several pleasing selections. The members of the quartette are all cousins, and if they are really members of the three C's, the club is to be congratulated on having four such excellent vocalists in their midst. As Sieg says, they are "out of sight."

THAT circular of the Secretary's announcing the regular monthly meeting of the three C's was a literary effort worthy of the pen of the late lamented E. Southerland Southside, and they do say that Randall fairly frothed at the mouth when he read it.

THE Wilmington-Chicago road race has finally collapsed in spite of the amount of printers' ink used over the same, and it is well. The Chicagos had nothing to gain and everything to lose, and reading between the lines, both clubs would have enjoyed having the race take place, provided it be ridden at home under their own vine and fig tree, while neither club desired to risk a loss of five or six hundred dollars, win or lose, and consequently made this an excuse to call the race off, accusing each other of backing down.

THE Lumsden-Campbell race seems to have become lost in the shuffle also, as Mr. Campbell's brother has failed to materialize, and perfect arrangements; and this shows great sense on the part of Mr. Campbell, as he would have found that when it came to spurting, be the distance long or short "our Art" is right in close.

CYCLISTS in Illinois and surrounding States will do well to obtain a copy of the Chicago Cycling club's road book with copious maps, directions explaining the routes, etc., etc.. Any information regarding the same will doubtless be furnished by the club on request.

ST. LOUIS.

"LINNEUS."

A STRANGER once said St. Louis is a city of clubs, and so it is with the exception of cycling clubs. In the Social, Turner and Athletic line we have numerous organizations, all of which boast large and influential memberships, and for the greater part own their buildings. Cycling has perhaps been of too recent a growth to expect this here, but when the rapid progress of the clubs at Chicago is taken into consideration, I am somewhat surprised that we do not have more here. Take out the Missouris and the Cycling Clubs and no organization of any size is left. This in spite of the fact that even these two clubs have a very small membership when the total number of riders is taken into considerations. Five years ago the clubs stood relatively just where they stand to-day. The Missouris at that time claimed some seventy odd members and the Ramblers about forty. To-day the Missouris have about the same membership, while the Cycling Club has less than thirty members. The cause for all this must lie in the fact that in recent years the better element has been dropping out of cycling faster than it has been recruited, and as a consequence of the low prices ruling for second-hand wheels, as well as their immense quantity, an element has crept in which does the sport no good. They, for the most part, cannot pay the dues demanded by the leading clubs, thus swelling the unattached army into hundreds. Various remedies have been suggested time and time again, to alter this condition of affairs, chief among which was the reduction of club dues. This met the opposition of the conservative side who claimed that high dues were the only safeguard against admitting objectionable parties to a club. Our club dues, which are $24 per year, are too high to my thinking, and if they were reduced to $18 per year a great many desirable young men who cannot afford the present expense will come in and join them.

THE special election held at Kirkwood on April 8, for the purpose of voting upon a proposition to borrow $10,000 for street improvement, was carried in favor of the proposition by an overwhelming majority. With her streets well paved and graveled Kirkwood's wheeling population will be rapidly increased, and Harry Finlay will doubtless see his wish for a club fulfilled ere many days.

MCCULLOUGH tells a good story of Daniel Webster, that, if ever before printed, had slipped out of sight. He was addressing a crowded audience in Faneuil Hall, after Jackson had vetoed a bill to construct a national road to the Mississippi. It was an indignation meeting. Webster spoke of the necessity of such road between the East and the growing West, and of its national character. "There is," said he, "no road over which the majority of the people can travel except"— "The road to ruin?" interjected some one. "Yes," cried Webster, "the road to ruin; and *that* is an administration road." Curious it is that even jokes have fresh applications long after they have been uttered, and even forgotten. How many riders of to-day know that it was "Old Hickory" that prevented the construction of the national road to East St. Louis?

A LOCAL M. D. is of the opinion, and it is shared by many other riders, that when cycling the less fluid the better, and runs of many hours are practicable, even in the hottest weather, without indulging in any fluids. This I know from repeated experiments. The muscles speedily acquire a firmness and tone impossible when fluids are taken, while exertion becomes a positive delight. In this way the risk, always appreciable, of taking cold water in unsanitary villages is avoided; though how many evils attributed to the badness of the water are really due to the amount of cold drinks im-

bibed? When the run is over, then, if you must, take a little fluid, but not much. The more you drink the more you want to drink, and nothing is worse for you.

LAST Sunday, while the Missouris were returning from their run to Ballwin, Jno. Hurck succeeded in climbing the famous Undertaker Hill, which to that day had defied all the hill climbers of the city. The hill is situated about a quarter mile west of the famous Son-of-a-Gun, and had until recently no surface. The bed of gravel which was placed upon it has improved it wonderfully, but it is nevertheless a great feat to surmount it. The climb was witnessed by W. P. Grath and T. P. Ring, but unfortunately no time was taken.

THE board of directors of the Track Association will hold a meeting next Friday night at which the various committees will make full reports relative to their part of the work in the coming tournament. Some few insanely prejudiced parties, who have all along done what they could to harm the organization, have caused a rumor to go the rounds that the track was in a horrible condition and that it would be a sheer waste of good money to repair it. This is not the case, on the contrary the track has stood the winter well, considering the exceedingly wet weather, and with a few dollars spent in repairs will be in better condition than ever before.

NEARLY $200 has already been subscribed by the citizens of Columbia for the entertainment of visitors to the State Meet. It promises to be the best attended and appointed meet that the Division has yet had. The programme will be an artistic production and will rank among the finest yet published in connection with a State Meet.

THE down-town ladies' riding school has now been opened but a little over a week and already the pupils number over a dozen. Harold Child tells me that there is a genuine boom in feminine cycling and that before the end of spring there will be at least thirty of the fai rriders in the city where last year at this time there was hardly one.

BALTIMORE.

"NORVAL."

AT the last meeting of the board of officers of the Maryland Division it was decided that those joining the Maryland Division, L. A. W., up to June 30 shall receive free of charge a copy of the new road book. The Chief Consul says that this is the proper time for renewing membership in the League, and urges that all now members of the division renew promptly. It is suggested, too, that a proper accompaniment to a renewal is the application for membership of some friend not now a League member.

ON Tuesday night, April 8, the Centaur Club gave an enjoyable Easter dance at their club house, 2215 East Pratt street. The house was beautifully decorated with potted plants and fairy lamps. The members of the club wore their uniforms and the ladies were in full dress. Michael's orchestra was present and refreshments were served by the caterer of the club.

ON Arbor Day the Centaur Club planted a chestnut tree in Patterson Park. This is the second tree planted by the Centaur's. The ceremonies were conducted by the President of the club, W. W. Search, who was assisted by Fred Eisenbrandt, J. Harry Cook and others. Several ladies were present.

THE Maryland Club gave their annual full-dress reception on Friday evening, April 11, at their club house. Dancing was the feature of the evening and was indulged in by many, and lasted until an early hour in the morning. The club house was decorated. The lamps along the Mt. Royal drive were lighted by order of the park board.

THE Hagerstown, Md., Club held a meeting recently and adopted resolutions of regret and respect on the death of Mr. Thomas E. Lightcap, a member of that club.

MR. AND MRS. STEPHEN G. LIGHTCAP and family have returned their sincere and heartfelt thanks to the Hagerstown, Md., Club, and others, for their acts of kindness and sympathy toward them during their sad affliction which recently visited them in the death of their son, and brother Thomas E. Lightcap.

ON April 7th several members of the Hagerstown Club took part in the first official run of the season. They proceeded out the Williamsport pike to Half Way, but returned on account of the wind blowing too strong.

THE Governor has signed the bill to amend the law authorizing the construction of a turnpike from Hagerstown, Md., to Sharpsburg, Md.

AT the meeting of the park board held on April 8th, an order was passed prohibiting racing with horses or bicycles, or fast driving at any time within the limits of Druid Hill Park, and fixing the penalty for violation of the order at not less than $5 and not more than $20.

HARTFORD.

"CLAYTON."

IT is generally understood that our friends in New York State are making arrangements to hold their Division meet in connection with a two days' tournament, at Syracuse, September 1st and 2d. At the February meeting of the Hartford Wheel Club a committee was appointed to secure the refusal of Charter Oak Park for the above dates, and at the March meeting when the committee, having secured the park, made its report it was unanimously voted to hold the seventh annual tournament on those days, official notice of which has appeared in the BICYCLING WORLD.

FINANCIALLY this "clash," as a paper has termed it, will not affect us in the least, but it might prevent the breaking of many records, inasmuch as our track is considered the fastest in the country. Fast riders are more numerous this year than ever before it is true, but at the same time the list is not so extensive but what Syracuse, I think, or Hartford could accommodate them all, therefore it is unfortunate that each tournament will be obliged to put up with a portion of them. The National Trotting Association could not run two successful "grand circuit" meets on the same day, but every town in the country can run a successful "horse trot." As before stated we will make it just as successful this fall as in former years, even if there are a dozen tournaments held on our dates, but as "big tournaments" are few and far between, comparatively speaking, it is a pity that these can not be held satisfactorily to all concerned.

EDITOR GOODMAN, in company with several experts, covered the distance between this city and Windsor on Sunday last, in something less than four hours.

CHIEF CONSUL POST leaves for an extended Western trip some time this week.

IN all probability the Hartford Wheel Club will have a field day at an early date. With Mr. Thomas Fahy at the head of the affair it will undoubtedly prove a decided success.

OUR "big four," Forster, Harding, Wood and Shea, are in great form this season. These fellows will be heard from at New Haven.

TRAINER WM. J. CORCORAN was a welcome visitor at our rooms the past week.

MR. A. H. SCHUMACHER was elected Color Bearer of the Hartford Wheel Club, at a special meeting held on Monday evening.

PORKOPOLIS NOTES.

"STAR."

THE influence of the coming meet, like the sunshine in the spring, is stimulating the growth of cycling in this vicinity. In addition to the three new clubs, an old one is to be revived. Harry Ellard of the old Brighton Club declares that that organization is not dead as some had supposed, and that it will yet be a power in the local cycling world. As Harry is a success at everything he undertakes, his prophecy will undoubtedly be fulfilled.

THE water famine, inasmuch as it caused the sprinkling fiend to halt in his dastardly work, has proved a blessing in disguise.

EASTER SUNDAY was so bright and pleasant that each of our clubs went out on a run. The "Porkopolis" Wheelmen, by alternating between the road and the path beside the O. and M. R. R., succeeded in reaching Delhi without riding through mud. The place where meals were usually served was closed on account of a famine created by the last batch of wheelmen, and Capt. Barth in search of a dinner was referred to a butcher shop, a bakery, a boarding house, a saloon and several other places without success, and it was not till he bribed a small boy with a big red cent that a place on the river bank near the station was found. Fried chicken (the four footed kind that wear bristles) beans, potatoes, pink vaseline and other delicacies of the season constituted the dinner. The boys though at first inclined to grumble, swallowed their dissatisfaction when they observed the tired and careworn look of the wife who had prepared the meal, as they realized that she had done the best she could.

NOTWITHSTANDING the many predictions to the contrary, the Crescent Wheelmen still continue to take long runs. As none of them are addicted to the use of either tobacco or liquors, or are inclined to dissipate in any way, they are not only able to endure the fatigue of long journeys but seem to enjoy them. They propose on August 3rd to start on a tour to Chicago and the Northwest. They

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ANOTHER FEATURE

POSSESSED ONLY BY THE **AMERICAN RAMBLER**

IS the extreme distance which separates

THE BEARINGS

on which the crank axle revolves. This permits of loose adjustment of the balls, without allowing any side play or rattle. This result is obtained by dispensing with the hub usually connecting the sprocket wheel to the crank shaft, and securing its rim to arms forged on the crank, and locating the rim between the bearing extremities in a manner which permits the force of the chain being received within the bearing instead of outside of it, thereby ***avoiding excessive strain on either set of balls.***



STILL ANOTHER FEATURE

is the

LENGTH OF CRANK,

with which the Rambler is fitted. They have an extreme throw of six inches—an inch less than that adopted by other manufacturers. This was given considerable study, and it was found that a comparatively short crank could be used on the Rambler, owing to its extreme light running (note this), and at the same time compete successfully in hill climbing with other safeties, which compel their riders to lift their feet two inches higher at every revolution, **a serious defect where speed or comfort on a level is desired.**

GORMULLY & JEFFERY MFG. CO.,

CHICAGO. BOSTON.

expect to ride from Cincinnati to Indianapolis on the first day on their wheels and not on the train, as certain Chicago wheelmen did.

Some of our cycling papers devote considerable space to the complimentary notices they receive. This is not very flattering to the reader's intelligence. It is too much like saying to him: "Of course we know you are not capable of judging of the merits of our paper and therefore we give you the opinions of competent judges."

The Cincinnati correspondents to the *Wheel*, the *Bearings*, and the *Referee* have been indulging in some very strong language in regard to the actions of one of our clubs.

The Poorman road race will be started from the Hamilton end of the course.

Mr. Andrew Hanauer, the "populous" captain of the Aquilo Cyclers, is of the opinion that a combined run of the local clubs would be very conducive to harmony and good fellowship. The only thing needed is for some one to start the ball rolling. and if he will only take charge of it there is no question of it being a decided success.

BRIDGEPORT, CONN.

"NOSTAW."

How many people we hear say, when asked why they do not purchase a wheel, "Oh, I will wait awhile, and then the price will be much cheaper." It is indeed to be regretted that so many people continually delude themselves on this score, and the result is that they never purchase at all, much to to the sacrifice of health and personal comfort. To wait for a decrease in price is a rash thing to do. When the inspiration to buy is made, purchase immediately, for it is a well-known fact that the more you have to labor for a thing the more you enjoy it.

Mr. Julian Sterling, the Bridgeport correspondent of the New York *World*, came out in last Sunday,s edition with a brief history of the Bridgeport Wheel Club, together with the likenesses (?) of several of the leading members. Mr. Sterling's son is the star rusher of the Bridgeport polo team, and an enthusiastic wheelman.

The Rambling Wheelmen are contemplating another change of location. This time they will seek to obtain quarters sufficiently large enough to meet the demands of the club for some time to come.

DETROIT, MICH.

"JUDGE."

Cyclists of Michigan prepare for a surprise for I have a mighty one for you. There are no longer two bicycles clubs in this burg, oh, that's no surprise you say, ah, but wait till I have finished. The Star Club and the Detroit Wheelmen are *one*. Now what do you say? You who knew both of these clubs and knew of the bitter enmity between the members of these rival clubs *formerly* had for each, *will* be surprised I know. The Detroit Bicycle Club has changed its name to "The Detroit Wheelmen." This was done with the understanding that the Star Club would come in, in a body and bring all fur. iture, etc., from its old club rooms on Miami avenue. The name was changed simply to please the Star members who would not consent to enroll themselves under the old name. It is well, and everything points to a very successful season. The new rooms are at No. 30 Bagg street, and all visiting wheelmen and unattached wheelmen of this town are invited to call.

We all realize what a grand thing this amalgamation is. The Detroit's were always known as steady, level headed fellows. Most of them are much older than the Star men, and have had a great deal more experience in management, but lacked the push and energy of the younger club which would be found out twenty and twenty-five strong as an average on their club runs, although the membership was but a trifle over thirty. In combining the two into one we have both quantities and both are excellent ones.

The consolidated clubs called a joint meeting and held an election. President, A. H. Griffiths; Treasurer, Fred Case; Secretary, Harry B. Doane; Captain, Frank H. Whelden. The Lieutenants and standard bearer are appointed by the Captain, who has not as yet even hinted as to whom he should choose.

Mr. Griffiths is a stranger to most Michigan wheelmen, but is well known in Springfield, Ohio, the home of dear old "Kirk." He is one of the finest gentlemen I have ever had the pleasure of meeting, and is already one of the most popular wheelmen ifi Detroit.

The roads in this vicinity are in an awful state, owing to the constant rains. Outside runs are a long ways ahead yet.

I would like to ask "Mr. Kismet" if he is in earnest about putting ten to *one* on Campbell, or is he joking?

NEW JERSEY NOTES.

"NITRAM."

I am glad to note that the members of the West Jersey Cyclers have joined the L. A. W. to a man, and have been made a League club. This is certainly encouraging for our Chief Consul, who has been and is working with a deal of energy to boost the membership of this Division higher than ever before.

At a meeting of the Plainfield Bicycle Club, held on Monday evening, April 14, four new members were elected. The members of this prosperous club are enthusiastically at work making preparations for the meet to be held in their city on May 30 and 31.

The Elizabeth Wheelmen are in a state of excitement over the rough treatment received by five of their members, Capt. F. C. Gilbert, L. B. Bonnett. W. H. Caldwell, A. F. Calkins and Hy Whipple, on Saturday night, April 5th, by Theodore Glaser and his son Fritz, while they were out riding on Rahway avenue about 9.30 P. M. the cyclists were passed by Mr. Glaser, who was out driving; the horse shied, which made Mr. Glaser very angry, and caused some pretty strong adjectives to pass his lips.

Mr. Glaser struck Caldwell with his whip, when they threatened him with prosecution, and he drove ahead and disappeared down what the wheelmen supposed was a side road. The wheelmen dismounted, and in a few moments Glaser came back and charged upon them with his horsewhip. His son, whe accompanied him, wielded a hoe. The scrimmage was indeed a hot one, and lasted several minutes. Messrs. Gilbert and Bonnett were severely cut and bruised about the head and face. Young Glaser broke his hoe over Capt. Gilbert's head, and seizing a whitewash brush from his mother's hand, he nearly stunned Capt. Gilbert with it. The elder Glaser used the butt of his whip, striking Capt. Gilbert over the head and stunning him. When Bonnett attempted to interfere Glaser struck him also. The Glasers returned to the house in triumph, threatening to shoot ony wheelman who again ventured in the vicinity. Warrants have been issued for the arrest of the Glasers, and the L. A. W. will prosecute them and have justice meted out to the full extent of the law.

If the others had supported Gilbert and Bonnett the affair would probably never have happened, as the assailants are the kind of men who fight best when they are able to overpower their opponents. Let this be a lesson to unattached wheelmen in this State to join the League at once, and secure its support in such cases. On Tuesday the Glasers were arrested and taken before Justice Hetfield at police headquarters. They pleaded not guilty, and furnished bail for trial at the May term of Court.

SYRACUSE.

"SALINA."

Prof. C. H. McCormick, instructor at the Y. M. C. A. gymnasium in this city is a great lover of bicycle racing and is doing his best to advance the racing interest here. He has authorized me to announce that he will include in the list of events at the annual field day in June, a two mile ordinary and a one mile safety bicycle race for the championship of the city and valuable medals. The races will be open to members of the Syracuse Cycling Club and the Knickerbocker Cycling Club, besides members of the gymnasium.

Many wheels were brought out during the past week. The roads are becoming dry and the weather warm. Captain Judd of the Syracuse Cycling Club announces that if the weather is fair he will call the first run in about a week.

At the last regular meeting of the Syracuse Cycling Club six active members were admitted, making the total membership eighty-seven. At the May meeting a year ago, thirteen members were admitted; the same number this year will make the total one hundred. It bids fair to go ahead of the '89 record, judging from the number of applications already in.

NEWS AND COMMENT.

The Eagle Wheelmen of Jersey City and New York is composed of young riders whose age averages about sixteen years. A few of the members are anxious to join in the great Century run from Orange to Philadelphia, and an application to make one of the party by Capt. F. A. Mauvas has been forwarded to the managers of the Century run.

Gov. Leon Abbett has signed the amended road bill, permitting the Boards of Chosen Freeholders in those counties of New Jersey which have availed themselves of the new road law to raise additional money to complete the construction of the roads already

declared county roads, affords great satisfaction to the friends of good roads in New Jersey.

An exchange states that there will probably be nearly 200 entries to the great Pullman race at Chicago this year on May 30.

The Standard Cycle Co. of Buffalo propose to have a 50-mile road race to Corfu and return on June 21. The entrance fee will be $1, and the Company will add $25, and provided 50 entries are received they will add $50 towards purchasing the prize.

The New Haven *Palladium* is wrong in stating that Tom Stevens is the only cyclist that ever crossed the American Continent on a bicycle. Notably Mr. Geo. B. Thayer of Hartford, accomplished the feat without a doubt, and several others have made excellent and plausible claims of accomplishing the same.

Some of the sections of the Pacific are specially interesting to the touring wheelman. There are few places outside of California where can be found so many beautiful rides within a comparatively short distance of San Francisco. The Yosemite Valley, Geysers, Lake Tahoe, Santa Cruz, Pascadero, and a host of other places make very attractive objective points that are easily reached in the course of a fortnight's riding. Already several parties have been formed to tour to Lake Tahoe and the Yosemite.

Frank E. Weaver of New Haven, who holds the road and long distance record of the New Haven Bicycle Club, is to start on the 21st of this month for a bicycle trip to San Francisco. He will be accompanied by the members of the New Haven Club as far as Bridgeport.

D. M and Walter Rogers have made preparations for a bicycle trip to California, and will start about April 28 from Plymouth, and expect to be gone about eighteen months. They have not decided on their route as yet, but calculate to take in all the principal points of interest. Before returning they intend to go to Portland, Oregon.

Mr. Isaac B. Potter was last week elected to the Presidency of the Brooklyn Bicycle Club after an exciting contest.

At the monthly meeting of the Women's Wheel and Athletic Club of Buffalo, N. Y., held last Monday evening, Mrs. Randall gave an informal talk about "What We Can but Don't Do," and Miss Davenport's subject was "Wheeling Places In and About Buffalo."

We hear that President James R. Dunn will make his home in New York City hereafter. He will still claim his Ohio citizenship and membership in the L. A. W.

Dr. Ida Bender is Secretary of the Women's Wheel Club of Buffalo, N. Y. The club runs will occur Tuesdays, Thursdays and Saturdays of every week, starting from the house of the President. The club walks began last Saturday evening. The club has decided to change its quarters, and will meet at the Women's Union through the summer.

The Pacific coast papers still teem with reports of disaffection at the hands of the League members of that section. A certain faction desire to form a separate League or organization of their own.

Mr. F. A. Elwell of Portland, Me., was in town last week. He reported that his list for the 1890 tour abroad was rapidly approaching the limit. Mr. Elwell will profit by the experience of the 1889 tour and give more time in the different towns and places of interest visited.

In speaking of the new road law in New Jersey, Mr. Chauncey B. Ripley among other good things says: * * * "What I regard as most important in the interest of improved roads are the facts that no citizen of Union county would consent to go back to the old system, and no one would, if he could, have his money returned on condition that the new roads be torn up and the former state of things restored. One of our chronic croakers against taxes for improved roads, when asked by me if he would consent to have the portion of the new road in front of his own property restored to its former condition and thereby save his taxes, answered: 'Well, I shall not be required to pay more than $2 a year for the rest of my life; it would hardly be worth while.' This man's property is worth $15,000. The next significant fact is that we have the press solidly in favor of these improved roads. Our Legislature is almost a unit in their favor."

The Lynn, Mass., Wheel Club is one of the latest organizations, made up of most of the old timers, among whom we notice the names of F. W. Goodwin, President; G. G. S. Buttrick, Secretary; C. E. Whitten, J. F. Lynch and J. H. Shurman.

The New York *World* perpetrates the following pun on the late fracas between five members of the Elizabeth Wheelmen and Mr. Glaser: "Some bicyclists were routed in a fight. It wasn't a good route for them to cycle in."

The Westchester (N. Y.) County Wheelmen of New Rochelle held their annnal meeting on Wednesday evening, April 2. There was a large attendance. The club voted to become incorporated, and will lease or build a suitable club house at an early date, as the membership is increasing, and the want of permanent headquarters is strongly felt. An active season is promised, and medals will be given for road records above one thousand miles.

Route, Philadelphia to Pittsburg—We received the following in answer to our request tor information: "In re "Advice is Wanted," in yours April 4th, would say, if L A. W. 26,376 will call at 442 North 13th street, it would give me pleasure to give him my experience in riding from Pittsburg to Philadelphia. H. W. T."

That record of 32 seconds for the quarter mile claimed by Mr. F. M. Bell (not Belt, as printed last week) needs verification. The promised documents have not yet been received.

We suppose that now President Dunn is practically settled in New York City that New York will claim the honor of having a citizen of that State President of the L. A. W. Mr. Dunn, however, still claims to hail from the good old State of Ohio.

A gentleman signing himself "Ordinary," from Spencer, Ia., thus writes us: "I would like to inform the brotherhood in other parts that in Spencer, our little city of 2500, we have thirty-three cyclists, including two ladies, and I here challenge any town in the State of like size to beat that record of proportion. There is no doubt the number will reach forty by the first of June. We propose to send in 25 members for the L. A. W. this spring, as by a little work 15 names were sent in for membership after the cycling season wa over last year. Our wheelmen congratulate themselves on being situated only fourteen miles from Iowa's famous summer resort, Okoboji and Spirit Lakes, the Mecca of the State League runs for several years. The question of roads improvement is what makes our riders use words that newspapers won't print, for the way they are improved (?) here generally consists in plowing them up about twice a year.

The Aquilo Cyclers, of Covington, Ky., have a clause in their Constitution which provides that "no active member can remain the non-possessor of a wheel for a period of time exceeding three months." The club management put this clause in to prevent any tendency that might show itself toward drifting into a "social club."

It *does* seem to us queer that *two* men were permitted to lay out *five* cyclers, as was the case in the late scrimmage between Glaser and son vs. *five* athletic Elizabeth wheelmen!!

Arthur L. Atkins, so well known in the East, who has been in California for the past few years, has closed out his business there and started for Peoria, Ill., where he is to go into the bicycle business. His wife and children will continue on to Marlboro', where they will make a visit to her relatiues.

"Broad Street paved with asphalt. Carriages by the hundreds rolling over it to the Park. The bicyclists provided with one roadway over which they can travel in safety and comfort. Old residences torn down and the finest mansions in the city springing up. The grandest boulevard in America taking the place of the bone-breaking stones, and all paid for in a short time by increased valuation of property. How do you like the picture?"—*Philadelphia Inquirer.*

The Poughkeepsie, N. Y., Bicycle Club was tendered a complimentary supper by Sweet & Grisard last Friday night. Over fifty wheelmen occupied seats at the tables. The double quartette of the club rendered several selections with excellent effect, and speeches were made by several members of the club and representatives of the press.

"Chief Consul Brown of the New Jersey division of the League of American Wheelmen is confident of raising the membership in his state to 15,000 during the coming year."—*N. Y. Sun.* ["The *Sun* shines for all," but like all other non-cycling papers it makes some awful breaks once in awhile when it tries to deal with cycling facts.—Ed.]

COMPANIONS WANTED FOR OUR EUROPEAN TOUR.

Having made arrangements for a tour of England and France, and possibly Italy, on the wheel, we are desirous of opening correspondence with two young men, bicyclists, who would care to join us. We leave Boston on or about July 12, 1890.

W. J. Emerson,
President Somerville Cycle Club.
A. E. Jacobs,
26 North Market street, Boston.

Both members of the L. A. W.

THE RAMBLING WHEELMAN'S THEATRE PARTY.

THE latest and what has proved to be the gala event in wheeling circles during the past season was the first grand benefit entertainment and banquet of the Rambling Wheelmen, of Bridgeport, Ct., Friday evening, April 11th. Proctor's Grand Opera House, where the benefit was held, had been handsomely decorated with club colors and club emblems for the occasion. Everything had the flavor of wheeling about it. The audience was largely composed of wheelmen and their friends. In the handsomely decorated boxes sat the members of the club and the out-of-town guests, who were: Chief Consul David J. Post and Mr. Joseph Goodman, of Hartford; Messrs. W. C. Roe and E. G. Fischer, of New Haven; and T. W. Gillette, of Danbury. It is needless to say that the play, "The Editor," with Louis Aldrich in the title role, made a decided hit, and when the ladies of the company came out wearing the club colors they were greeted with vociferous applause. At the conclusion of the performance an adjournment was made to the Wilson House—the L. A. W. hotel—where a bountiful spread was served. The menu had been prepared by Landlord Wilson in an excellent manner, and L. A. W. members who visit this city in the future will undoubtedly be well pleased with the change that has been made. When the inner man had been sufficiently satisfied, and blue wreaths of smoke from the fragrant Havana began to blur the atmosphere, toasts were announced to be in order, and on motion of Mr. Atwater, Mr. Post was unanimously appointed to the position of toastmaster. Mr. Post appropriately responded to "The League," and his good sound arguments tended to more fully confirm in the minds of the Ramblers their decision to become a League club. Mr. Joseph Goodman, on being called upon, responded with a few well-chosen remarks. When a toast on "The Ladies" was announced Mr. Roe was found to be thoroughly qualified to discuss the subject, and his witty and amusing sayings brought forth rounds of applause. Mr. Fred Atwater, Local Consul Moore and various other members of the Rambling Wheelmen also had a few remarks to make.

When at two o'clock in the morning the festivities were brought to a close, everybody felt that the affair financially, socially and in every other way had been a grand success, and the general verdict seemed to be that the Ramblers had made the "hit of the season."

"NOSTAW."

LADIES' CYCLE CLUBS.

WE can scarcely look through a cycling paper without noting some article which appertains to lady riders, and of late there seems to be here and there a little talk of ladies' clubs; perhaps just at present as we approach the beginning of another League year, it would not be amiss to say a few words on this subject. It would I think be only fair to acknowledge at the start that I am in favor of ladies' cycling clubs, perhaps in the general acceptation of the word "club" it is rather a misnomer when applied to the kind of organizations among the lady riders that I have in mind.

Without attempting to enlarge upon the many articles that have been written on the healthful advantages of riding to ladies, I would like to urge the importance and pleasure of better social acquaintance. The wider my experience grows I find that there are many riders, who have taken up this sport from pure love of athletic and calisthenic exercise, and who hail with delight some kind of an organization that would bring them in fellowship with other lady riders and the nearest approach to such a union is a "Ladies' Cycling Club." It is unnecessary to have club rooms with all the elaborate and extravagant accessories of the modern social clubs. Ladies have no use for such quarters, which would only be a needless tax upon the members. There are many who predict a sure and speedy failure to any organization composed of women, and invariably base their arguments on the startling assertion that "women are not built that way;" without explaining wherein the building construction is faulty, we would not wander far afield if we ventured to hint that such prophets must be closely allied to the individuals who "not many months ago" shrugged their shoulders at the very thoughts of a woman learning to ride a bicycle and said "That won't amount to much, she will soon give it up, etc."

In passing would say I am always sorry to read such articles from the pen of lady riders as occasionally appear in a paper coming from Chicago. Not long since the writer bemoaned to state of affairs in Cycledom because there was no club in Chicago such as she had dreamed of, which if ever organized would be a congregation of champion scorchers, each firmly convinced that she could outride any man in the country; there is certainly neither grace, beauty nor pleasures in fast riding for a woman, but there are few prettier sights than a number of ladies sitting lightly and gracefully in the saddle, gliding along without any apparent effort, taking time to look above and around them and enjoying the ride, involuntarily we turn a look of admiration toward a lady equestrian, and the two pleasures are closely related.

As yet, the "Ladies' Cycling Club" which was organized in the city of Providence last winter is the only one that is founded on a basis that promises sure success to the future of the club, that of the L. A. W. membership, every member of the aforesaid club being a League member, and the same ten excellent reasons Secretary Bassett has so often given for joining the League of American Wheelmen are exactly the same reasons that this club will be a success, for each new member who is not already such is made a member of the League. This club has received the necessary certificate from the L. A. W. making it a League club, and is at present in a very promising condition, the official staff being composed of excellent material if energy and ability are of any account, the President is more than popular and fully capable of filling the position. The Secretary, to whose efforts the club chiefly owes its existence, is always ready with a hearty welcome and cheerful word of encouragement to new riders, while the Captain is the cream of the club, being not only an excellent rider but is so pleasant and genial in disposition that she holds first place in the hearts of all the members, and her word is law. In fact I might add that the entire club is one that its friends may feel justly proud of it.

THE WISSAHICKON WHEELMEN TO THE FRONT.

PHILADELPHIA OPENS WITH HEAVY MILEAGES.

IF the early bird catches the worm, then the wheelmen through this section are out for records. A week since McDaniel, Merrihew and Seeds, of the Wilmington Wheel Club, made the first century of the season for their club, and, as they supposed, for this locality, by riding from Wilmington to Dover and return; but at the same time E. G. Kolb, of the South End, and L. Guyler, of Century, were running up a hundred-mile mark in this city. These figures stood for just one week, when, tempted by the lovely weather of Saturday, Captain Welch, of the Wissahickon Wheelmen, thought that the Germantown club might as well hold the record for a while, so starting with his brother he did not stop until he had covered 156 miles, his brother quitting at 115. It was reported that Dr. W. N. Keim, Jr., of the Century Wheelmen, was also riding for heavy mileage the same day, but was unable to verify the report. Understand that he did somewhere in the neighborhood of 150.

Broad street to be asphalted is now the cry, and if the wheelmen will only take hold actively the scheme should be carried through. The ordinance which was introduced into Councils last week by Mr. Anderson provides for the paving of Broad street with sheet asphaltum, from Passyunk avenue to Columbia avenue, and the local press have championed the idea, the *Inquirer* going so far as to print a blank petition on its first page to be filled out by all who have the success of the movement at heart, and it engages to present the petitions in proper form. Certainly no more important movement, so far as cyclers are concerned, has ever been started in Philadelphia, and if there is even half a disposition to do a little work for the cause we will have in the Quaker City what has long been a crying need—a first-class boulevard and approach to one of the finest parks in the world. We who live up town are already discounting the nickels we have been obliged to hand out for the privilege of hanging on to the platforms of crowded street cars. Unfortunately we are not out of the woods yet.

The five-mile road race of that enterprising young club, the Columbia Cyclers, has been postponed indefinitely for the present.

Philadelphia, April 14. 1890. ARIEL.

A NOVEL ENTERTAINMENT.

We take from the Baltimore, Md., *News* particulars of a novel banquet entertainment served in that city at the club house of the Baltimore Cycle Club.

"The Baltimore Cycle Club gave a dance and banquet to its members and friends on Friday night at the handsome club rooms, Eutaw Place near McMechin street. It had been determined by Messrs. G. E. Painter, E. M. Wright and H. E. Oliver, the committee in charge, to make this a memorable event and the first-named gentleman has called into play all his mechanical ingenuity and electrical skill. The dancing was in the three rooms on the lower floor, which are connected by folding doors. Two sets of musicians furnished the music and there were no intermissions. The musicians occupied seats in the hall. On the wall facing them was placed a patent automatic indicator with the names of dances painted upon its face. This was operated by means of electric

buttons, which were placed in an adjoining room. When the floor manager wanted a waltz York or Berlin he touched a button and the hand on the indicator pointed to the one wanted and remained there until another button was touched. But the greatest novelty of the evening was found in the supper rooms. For this purpose two of the three rooms composing the dance hall were used, but owing to Mr. Painter's device, the first room was closed but fifteen minutes and the second but three before the banquet was announced. The table is in sections and can be put together in a moment. In the centre was a track in which two brass rails were fitted. On the track was placed an electric car about thirty inches long by a foot wide, which was operated by means of a cable hidden in the groove in the track and running over a roller at either end of the table. This car shot out through a door in a closed window to the butler, who placed the courses in trays upon the car and they were shot down the table, each guest helping themselves. Three trips were necessary to supply the guests. On the car was placed an electric bell, which rang at the will of the operator. Connected with the butler's pantry was a speaking tube through which all orders were sent. Under the middle of the table was placed a music box containing ten airs. This was also operated by means of electricity, and whenever an air was wanted a button was pushed, which set the machine in motion. The table ran very smoothly down its thirty-five feet of track, and a cup of coffee was carried without danger of being spilled. There were fifty-six people seated, and the four-course supper was served in fifty minutes. There was no waiter whatever in the room during supper, as every thing was served by the car, even the water. The whole thing passed off without a hitch, and all agreed that it was the best and quickest waiter they ever saw. The caterer said it took the place of six waiters and did it in half the time and with less confusion. Five minutes after the banquet the rooms were cleared and again in order for dancing. The whole contrivance denoted great mechanical and electrical skill and is the result of several days of hard labor. Mr. Gwynn E. Painter is an employe of the Southern Electric Company and one of their most skilled artisans. The automatic indicator is one of his own inventions and is patented.

REUNION OF MISSOURI CYCLISTS.

THERE has been no cycling event the past season which has attracted so much of this city's cyclists' attention as the reunion of the cyclists of St. Louis, Hannibal and Quincy at Louisiana, May 4. The crowd that will go up on the evening of May 3 bids fair to be the largest that has ever left St. Louis on a similar excursion, and the people of Pike county are more enthusiastic than ever over it. The most serious drawback in previous years has been the lack of sufficient hotel accommodations to properly care for the visitors. This will be obviated this year and every visitor will be well cared for provided his name is left at any one of the agencies. Lists for this purpose have been distributed to all cycle agencies in this city. The trip is a beautiful one. There are ninety miles each way of steamboat or railway travel, with an exceedingly picturesque county as an objective point and arrangements are now being made which, if consummated, will allow participants to go up by boat and return by rail. H. C. Woodruff will have charge of the Hannibal delegation, and promises a large crowd. The Quincy boys will be down under command of Captain Burroughs of the Ramblers and Captain R. B. White of the Quincy Bicycle Club

LINNEUS.

THE NEW YORK DIVISION MEET AT SYRACUSE.

THE invitation from the Syracuse Cycling Club to have the annual State meet of the L. A. W. held in this city has been officially accepted by the League and the dates set down for Sept. 1 and 2. These days it was found were the same as those selected for the Hartford, Conn., tournament. The Hartford wheelmen, it is said, were not pleased at the confliction of dates and thought that the New York State meet would prevent a number of fast wheelman from attending their meet. When this situation was learned in Syracuse the executive committee appointed to arrange for the meet, sent the Chairman Charles W. Wood to Hartford. He saw Chief Consul Post of the Connecticut Division and stated emphatically that the Syracusans did not desire to go a single step further in the plans for the York State meet, if the Hartford people would get the idea that we were running the meet as a rival or a competitive attraction. Syracuse wanted the dates Sept. 1 and 2 because the former is Labor Day, a great holiday in that city, and the attendance at the races would be much larger than on an ordinary day. Chief Consul Post replied go ahead with the arrangements, that there would still exist the most friendly feeling. Chairman Wood also made a trip to Buffalo and secured the pledged co-operation of the wheelmen of that city, who agreed to have no counter attraction to head off the wheelmen touring eastward or to keep their own men at home. Syracuse has always been represented by large delegations at the great meets in Buffalo, and has the promise of a reciprocation. There are many advantages to be gained by holding the State Meet in Syracuse, such as pleasant tours, first-class hotels, a good race track, and above all a central location, which will have the tendency to draw a much larger attendance of wheelmen than if the meet were to be held at one end or side of the State. In case of a season of wet weather before the meet, we have two plank roads in different directions into the country, which are always in condition for wheeling. The executive committee are arranging a programme of entertainment which they will endeavor to make eclipse all others of a State or National Meet. That is a pretty broad announcement, but I make it with the assurance that the statement will be fully realized. "SALINA."

FROM BOSTON TO NIAGARA FALLS.

As already announced in these columns, a party of wheelmen from Massachuseetts will start on a tour from Boston to Niagara Falls, to attend the League meet, 25, 26, 27 August. The programme so far completed is for the wheelmen to start Sunday, August 17th, from Boston, by train to Albany, and from thence to take the wheel to Niagara Falls, a distance of about 325 miles The route has been laid out, and will pass through Schenectady, Fonda, Utica, Canastota, Syracuse, Auburn, Geneva, Lima and Buffalo, arriving at the latter place on Sunday, August 24. The ride to Niagara of 25 miles will probably be taken on Monday. At Geneva a side trip will be taken to the celebrated Glens Falls.

Captain A. W. Robinson reports that he has heard from the Consuls all along the route, and he is promised the heartiest assistance and reception from all points. Next Friday the Committee of Arrangements will meet, and further details will be settled and published in this paper. The expenses, we are told, will be from $1.50 to $2.00 per day.

For particulars apply to any member of the committee, which is composed of Captain A. W. Robinson, Charlestown Rovers, address No. 89 State street; Captain W. G. Kendall, of the Boston Bicycle Club, address No. 24 Boylston street; and Captain C. P. Cubberly, of the Somerville Club, address care W. W. Stall, No. 509 Tremont street; all of Boston, Mass.

SEDALIA, MO., CYCLERS' SMOKER.

THE Sedalia, Mo., Cyclers, of which Secretary-Treasurer Kelly is the moving spirit, gave a grand smoker at Sichers Park hotel last Tuesday, at which Harry Gordon and W. P. Laing of this city were present by invitation. That it was a grand, joyous, cheery, inviting affair goes without saying. The fun commenced at nine o'clock, and soon, to the inspiring music of Prof. Gregg's full orchestra, the waxed floor was filled with couples joining in the "merry maze," the representatives of the gentler sex being distinguished by handkerchiefs, scarfs, etc., arranged on different parts of their garments. The programme was a lengthy one and embraced every known style of dance, besides a good many original with the participants. Harry Gordon gave a fine exhibition of trick riding, and a fine supper was a fitting finale to the affair. Wheeling is on a big boom there now, and the devotees to the sport will soon be counted by the dozens. "LINNEUS."

ROADS IMPROVEMENT LEGISLATION IN NEW YORK STATE.

THE "Richardson Bill," providing for a State loan of ten millions of dollars, to be expended exclusively in the improvement of the public roads, was brought up for consideration in the New York State Senate on Friday evening, 10th inst., and after an interesting discussion was progressed. The membership of the New York Roads Improvement Association is increasing rapidly, and many prominent men in various parts of the State have become members since the Utica meeting of March 18th.

The "Weller Bill," enlarging the powers of County Boards of Supervisors in the matter of local highway improvements, was reported favorably in the Assembly on Friday. Both this bill and the "Richardson Bill" are supported by the State Roads Improvement Association and by the New York State Division of the League.

BRINKER-GASSLER RACE.

Editor Bicycling World: In contradistinction to the boasting of your Niagara Falls correspondent regarding the Brinker-Gassler race, Mr. Brinker is modest enough to say, when asked about it, that, although confident of winning, it is not a sure thing. The wheelmen of Buffalo have an entirely different opinion as to that, and as your correspondent mentions that the Falls people are great betters, if they will mortgage their village we will go down there and cover what they get for it.

A lot of the wind they are now wasting might help them out race day. Yours, etc., SWIFT.

WHY THE WILMINGTON-CHICAGO RACE FELL THROUGH.

Editor Bicycling World: There has been so much discussion in regard to the Chicago-Wilmington race, which has now fallen through, that it may be of interest to you to have a statement of just why it will not come off, and I enclose herewith copies of the last two letters, which, with the statement that our final proposition was to put up $250 cash by each club and the *Sporting Life* would put up $100 additional in the hands of Mr. F. P. Prial of the *Wheel*, the whole $350 to go to the winning team for prizes or expenses as they saw fit, explain themselves. As there is now no prospect of a race, I would be obliged if you would look into the matter carefully and state which side, in your judgment, is to blame for the fiasco.

We claim that the demands of the Chicago Club were exorbitant and inadmissable, and that they were made for the sole purpose of breaking off the race. Neither in the challenge to us nor in the negotiations was a word said about expenses until we had conceded everything asked, and this was the only remaining way to block the race. We think that the difference between an amateur and a professional is that the former races for fun or "glory," and that the terms demanded were more fitting for a professional race than anything else. If we had challenged the Chicago Club we should have expected to go to Chicago and pay our own way, just as we did to Buffalo, Reading, Irvington, etc., and will do to Crawfordsville and Irvington, and if we do not have the money to go we stay at home. This is the way amateur events are conducted almost without exception, and it is only necessary to run over a few cycling races such as the Murphy-Van Wagoner, Lumsden-Campbell, West vs. East at Crawfordsville, Rochester-Buffalo, Wilmington-Reading, N. Y. & N. J. T. R. R. A., and such amateur events as foot ball matches, cricket matches, the yacht races for the America Cup and the sending of teams of athletes to Europe, to show how universal this custom is.

The Chicago Cycling Club does not care to race for glory or even what is probably the largest amount of cash ($350) ever offered in one amateur event. This $350 would easily cover the expenses of a team of six men if they were at all economical, but they demand $600 for a junketing trip, knowing that it was utterly impossible for us to risk such a sum, and $250 additional for prizes, even if we were willing to throw it away in this reckless fashion when there are so many other pressing needs for it.

There has been so much talk about the Chicago and Wilmington teams being more anxious to talk than to race that we wish to show that we were anxious to race, and have used every exertion to have the race come off. Yours truly,

Wilmington, Del., April 14, 1890. L. WALLIS MERRIHEW.

S. W. Merrihew, Esq., Capt. W. W. C., Wilmington, Del.:

Dear Sir:—Your favor of March 13th duly received and contents noted. You will kindly excuse my delay in answering. After giving the matter due consideration I decided to lay your last proposition before our Board of Directors. Acting under instructions from them I have this to say: We will abide by our original proposition, i. e., loser to pay for prize and expenses of winner, or if you refuse to consider that, we will agree that the expenses of the two teams be lumped and each pay half, win or lose, loser to pay for prize in addition to half of expenses. Further than this we cannot go, for the following reason: If we accepted your proposition it would cost us for expenses of six men, one substitute and trainer, round trip to Philadelphia and $250 for prize about $850 if we lost, while should we win and take the $250 you propose to put up and the $100 offered by the *Sporting Life* and apply same toward paying our expenses we should be $250 out and have no prize. This we consider an unfair proposition and one which we cannot accept.

The proposition made to you in my last communication, dated March 7th, was made in good faith. Do I hear you refuse to accept a proposition that you expect us to accept? An early reply will be gratefully received. Fraternally,

(Signed) N. H. VAN SICKLEN.

Chicago, March 25, 1890. Captain C. C. C.

N. H. Van Sicklen, Esq., Capt. Chicago Cycling Club, Chicago, Ill.:

Dear Sir:—Your favor of March 25th duly received and contents noted. I regret very much that you refuse to accept our proposition, as this decision ends all prospects of a race. As I stated before, it is impossible for us to raise more than $250, even if we were inclined to do so. Even if it was customary to make an allowance for expenses, we would regard this race as being exempt from that rule on account of the peculiar nature of the challenge; but when it is remembered that there is scarcely an instance where expenses were allowed in amateur contests, the natural inference is that your former great eagerness to race has abated and that this is but an excuse to back out.

Regretting that so much time has been wasted, and that we will not have the pleasure of meeting you, I remain,

Yours truly,

S. WALLIS MERRIHEW.

Captain Wilmington Wheel Club.

Wilmington, Del., April 5, 1890.

AN INTERESTING LETTER FROM VICTOR EMERSON.

Editor Bicyling World: Excuse delay in answering your iuquiry of the 17th relating to "Windigate Hill." A party and myself have just returned from a pleasant and exciting trip down the Swany (pronounced Suwanee) river; the river which the historic song of Swany River was dedicated to. Our party, consisting of four, three of whom were natives, took trout from three to ten pounds, in quantities to suit our appetite. At night we giged by lights, and as an experiment giged an alligator about ten feet in length, which in turn upset our boat in trying to free himself, but with the boat filled with water we took a ride down the river in speed second to no steamer, connected to the 'gator by a rope which was attached to the boat at one end and to the bearded gig at the the other. We were only glad when we were able to cut the rope and put on brakes. we conld only imagine what whaling must be, and imagine by the cloud of water which boiled over us that we must have spurted the quarter in about thirty-five seconds.

In regard to Windigate Hill; the hill proper is 645 yards in length with varying grades from three inches to two feet in ten, full height to top or amount of elevation eighty-two feet. The surface is covered with sand and boulders or rocks the size of ordinary cobble down, the conditions varying according to the rains and amount of wasting. It is the first hill to the sight after leaving Mt. Washington, Md., a short ride from Baltimore. Any one of ordinary ability can climb the hill when it is favorable as many times as they wish, but I would invite the hill climbers to try the hill or road from Lake Roland to the summit of Windigate Hill. The surface on this hill is dirt and generally good, is 1160 yards in length with a steady grade, and is above the lake 542 feet. So far I have ridden the only bicycle to the top. Trusting this may reach you in time, I am, Yours very truly,

VICTOR L. EMERSON.

ROUTE WANTED.

WILL some person please give me the best route from Canton, O., to Detroit, Mich., by way of Toledo. O., and state distance between points? L. A. W. No. 24,525.

Allegheny, Pa.

CHICAGO CYCLE EXHIBIT AND TOURNAMENT.

THE second annual Chicago Cycling Exhibit and Tournament will be held at the Exposition Building in that city, the first week in June. It will last a week, and the events will be exclusively amateur. The races will be run on a five-lap track, and the prizes will aggregate over $1500 in value.

ENGLAND AND THE CONTINENT AWHEEL.

(*BY GEO. D. MITCHELL.*)

(*Concluded.*)

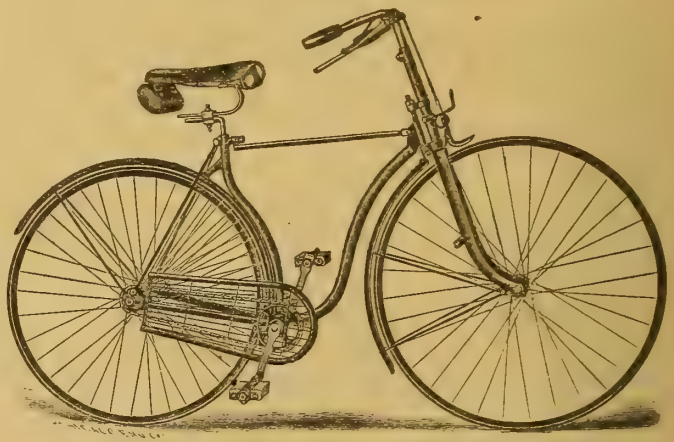
We now began to realize that we were approaching the land of the "roasta chestnutte" man, for though nominally in Switzerland, of course, the canton of Ticino, on the south side of the Alps, is essentially Italian in all its characteristic features; the vine, laden with its seductive fruit, began to appear again, our German salutations ceased to be understood and the language became suddenly Italian; the children too had the warmest complexions, the most lustrous eyes and rich dark hair imaginable, and the girls especially,

with their black lace fichus thrown loosely over their heads, completing the harmonious picture, looking out at us as we whisked by with the startled look of the "hunted fawn," made me long more than ever to know the liquid language that they render so musically. We spent the night at the town of Faido, where we had to arrange with our host through the scanty medium of our very meagre and veey bad Italian, and where the natives looked at us as if we had dropped from the clouds, for they could not conceive how we ever came over St. Gotthard. Next morning we had twenty-six miles of down grade to Bellinzona, at the head of Lake Maggiore where we stopped for dinner during the heat of the day, which by this time had grown intense. We then had a climb over the ridge of mountains 1500 feet high, which divides the valley of Lake Maggiore from the Como district, regaling ourselves with the blackberries growing profusely along the way and grapes from the neighboring vineyards, and resting in the shade of the fine old chestnuts that cover the mountain side, laden with their prickly burden.

From the summit we had one of the finest roads we have encountered; we rode for some miles along the shore of Lake Lugano, and as I looked down ihto its clear waters, glistening in the sunlight, surrounded by verdant mountains whose slopes were dotted with villas, and over all that clear Italian sky that we read about, it seemed to me the fairest picture I had ever looked upon. A short ride now brought us to Chiasso, the Italian frontier, where at the Swiss custom house we were reimbursed for the duty we had paid on our machines on entering the country at Basel, but there just across the line, fifty feet away, stood a number of Italian soldiers, ready to prevent our escape past their custom house, and, though we submitted a strenuous "Kick," we were forced to pay a duty of eighty-four francs apiece, besides fees, to the Italian government. And not only this, but they officiously insisted on our designating the particular custom house at which we were to leave the country, in order to have our money refunded, and we were compelled to name Genoa, though at that stage, when our itinerary was indefinite, it submitted us to great inconvenience. In this beggar-ridden and "flea-girt" country every official seems to be a law unto himself and any cyclist who enters it for a tour without knowing all the ropes must expect to be the victim of capricious and meddlesome intererfence on the part of the authorities, no end of cheating by hotel keepers and impositions of every kind on every hand. My only advice is that if anybody contemplates such a trip he had better give it up and stick to England, France, Holland and Switzerland, where "people live," or if he be bent on it let him commit to memory a repertory of choice and expressive swear words and buy a gun, not forgetting to put money in his purse, for it is these things he will find most frequent use for. The express system is unknown here, and on two occasions when we have forwarded our luggage ahead into another country it has required the best part of two days in diplomatic parley with custom house officials who know no English and not even their own business, to get our property out of host, and that only after the payment of numberless fees and tips.

We rode on to Milan by a fearfully soft aud dusty road and the only redeeming feature that the country had to offer us was the abundance of fruits of all kinds; we purchased a watermelon and sat in the shade of a hedge enjoying it, while gathered around was a crowd of half-naked boys and girls, allured to the spot by the hope of plunder, who snapped up the rinds as we threw them down like chickens after corn. From Milan to Genoa it was also a hard ride, over hilly and dusty roads and through a country parched with heat and offering little to repay us for our exertions under the broiling sun. Arrived at Genoa, the birthplace of Mr. Columbus, the gentleman who is said to have discovered America while on one of his hand organ tours, we went bathing in the blue Mediterranean. at the invitation of Mr. James Fletcher, the American Consul, and surrounded by the elite of Genoa, with whom sea bathing is fashionable, although bathing of no kind seems hardly common enough with the general Italian public to be called habitual, we disported ourselves in the warm and gentle surf. Just one month before we had been bathing in the North Sea, at Scheveningen, near the Hague, and in the meantime we had traversed the intervening distance of over 1,000 miles awheel, crossing Holland, Germany, Switzerland and Italy and cutting Europe in two.

THE LADIES' ROVER.



(John Wilkinson Co , Chicago, Ill , Importers.)

We present this week a cut and description of the Ladies' Rover. The special features of excellence claimed by the makers and importers of this machine is that ample room has been given between the point of the saddle and the handle bar, and at the same time the handles are brought well back, so as to be within proper reach by the rider. The pedals as to length and position are so placed that the lady in mounting does not have to step very high. To quote from the catalogue of Messrs. John Wilkinson Co.:

"The Ladies' Rover frame is constructed from the finest steel tubing that can be produced. Weight all on, 40 pounds, and we guarantee the machine to carry a person weighing 165 pounds, under all ordinary circumstances, and is strengthened for gentlemen's use by an adjustable hollow steel tube between saddle post and neck.

Rear driver 26 or 28 inch, front wheel 28 or 30 inch, as desired, refined rubber tires, 3 4 inch to rear wheel and 5 8 to front wheel, cranks, Starley's patent adjustable 5 to 6 inch throw, ball bearings to both wheels, crank shaft and pedals, Garford patent saddle, adjustable from 46 to 56 inch ordinary reach, tubular steel handle bar, adjustable, tangent spokes, nickeled at centre, semi-hollow rims, all necessary guards to protect the dress from mud, or contact with rear wheel or chain, adjustable plunger brake, forged steel chain, most improved form, hollow steel handle bar, large horn handles, practical adjusting device for taking up any slack in chain, lantern bracket, foot rests, tool bag, wrench and oil can." Standard finish, black enamel, lined in two colors, nickel trimmings. Price, standard finish, $130; price, nickeled, except wheels, $140.

A good chance to trade tricycles for safeties, is offered in another column, only good machines are wanted, for particulars address Holland & Havener, Worcester, Mass.

Mr. F. E. Weaver of New Haven, who will start on the 21st inst. to ride from New Haven to San Francisco, will ride on this trip a 48 "Eagle." A new club has just been formed in Newport, R. I., called the Eagle Bicycle Club. The members will ride Eagle machines.

See page 602 for Trade Notes and Fixtures.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON,
WE DO THE REST."

(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

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300 Olive Street, St. Louis. Mo.
SECRETARY,
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12 Pearl Street, Boston, Mass.

Appointments.

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George C. Pennell.....Elizabeth, N. J.

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Albert Mott.....203 Lenox St, Baltimore, Md.
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Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq.....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.

Transportation Committee.

W. M. Brewster.....309 Olive St., St. Louis, Mo.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No 7th St., Phi adelphia, Pa.

Hotel Committee.

George S. Atwater, 1230 Penn. Ave., Washington, D C
H. H. Hodgson. .13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

ANNUAL DUES.

The annual dues of all Divisions and Subdivisions will be, for the year 1890-91, one dollar. All those Divisions that have notified the Secretary regarding their dues have fixed the dues at one dollar, and this order is made to apply to all that have not sent in the required notice, and it makes the dues uniform throughout.

JAMES R. DUNN. President,
For the Executive Committee.

Massachusetts Spring Meet.

The spring meet of this Division will be held at Worcester, May 30th. Members will receive a badge upon presentation of L. A. W. ticket for 1890 and 1891, which will admit them to parade, races and entertainment.

Members who have not renewed for this year should do so at once in order to receive their ticket before the meet.

Wheelmen who are not members should forward their application at once to Abbot Bassett, Box 5,167, Boston, as none but League members will be admitted to parade or entertainment. Further details will be published as soon as arranged. Fraternally,
W. H. EMERY, Chief Consul.

New York Representative.

This is to certify that Mr. Frederick Jenkins has been duly elected to represent this club, the Westchester County Wheelmen at meetings of the New York State Division of the L. A. W. Yours very truly,
E. HANFORD STURGES, Secretary W. C. W.
New Rochelle, N. Y., April 5, 1890.

Missouri Championship.

The following Missouri State Championships are hereby established:

One, two and five mile ordinary; one, two and five mile safety; one, two and three mile tandem; ten mile ordinary. Yours fraternally, GEO. M. WILDER,
Chairman Mo. Div. L. A. W. Racing Board.

Missouri Division Hotels.

The following have been designated as official hotels for their respective towns:

Bonne Terre, Shepard House, regular rates $2.00 per day; no reduction.

Joplin, Joplin Hotel, rates $2.00 per day; meals and lodging 50 cents.

De Soto, Commercial Hotel, rates $2.00 per day; to L. A. W. $1 50, meals and lodging 35 cents.

Memphis, Reddish House, rates $2 00 per day; meals and lodging 50 cents.

Certificate of appointment should be found hanging in a conspicuous place in hotel office. Consuls will please report any infractions of this rule.

Fraternally yours, ROBT. HOLM,
St. Louis, April 9, 1890. Chief Consul.

Colorado.

The following hotels have been appointed as League hotels for this Division:

Denver, Charpiot's Hotel, regular rates $3.00 per day; to League members. $2 00 per day

Colorado Springs, the Alamo Hotel, regular rates $3.00 and $3.50 per day; to League members $2.00 and $2 50 per day, meals, 75 cents; to League members 50 cents. Very sincerely yours, E. S. HARTWELL,
Chief Consul Colorado Division.
Denver, Colo., April 8th, 1890.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

255—Central Cycling Club, Junction City, Kansas. W. S. Lydecker, Secretary-Treasurer.

256—Dayton Bicycle Club, Dayton, Ohio. Elmer H. Houck, Secretary-Treasurer.

257—Trojan Cycling Club, Troy, Ohio. R. H. Marsh, Secretary.

Illinois Hotels.

Galva, Galva House, rate $1.50 per day.

Preemption, Hammond House, L. A. W. rate $1.35, meals 35 cents; regular rate $2.00.
W. A. DAVIS, Chief Consul.
Chicago, April 11th, 1890.

Ohio

Additional Consul.

Chillicothe, Ross County, B. A. Gramm.
WILLIAM D. KEMPTON,
Sec.-Treas. Ohio Div. L. A. W. Cincinnati, O.

H. V. Croll.

Mr. H. V. Croll, of Denver, Col., is hereby declared to have forfeited his amateur status, by competing with a professional, being a violation of Section 4, Article V., L. A. W. By-Laws. This declaration carries with it expulsion from the L. A. W. Amateurs are warned not to compete with Mr. Croll. CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Championship Medals.

C. G. Malliett, 23 John street, New York City, will make the L. A. W. championship medals, for the season of 1890.

The prices are as follows:
Gold medal, 14 kt., $25.00, or
Gold medal, 10 kt., $20.00.
Silver medal, sterling, $10.00.

CHAS. S. DAVOL,
Chairman L. A. W. Nat. Racing Board.

Hotel List No. 3, New Jersey Division L. A. W.

Arlington, Arlington House, per day, $1.50; breakfast, $.50; dinner, $.50; supper, $.50; lodging, $.50.

Atlantic City, Hotel Hoffman, per day, $2 75; breakfast, $.75; dinner, $1.00; supper, $.75; lodging, $.50.

Burlington, Beldin House, per day, $2.00; breakfast, $ 50; dinner, $.50; supper, $.50; lodging, $.50.

Cape May, Hotel Lafayette, per day, $3.50; breakfast, $.75; dinner, $1.00; supper, $.75; lodging, $.75.

Chatham, Fairview House, per day, $2.00.

Cherry Hill, Hackensack, Hackensack House, per day, $2.00; breakfast, $.50; dinner, $.50; supper, $.50; lodging, $.75.

Freehold, American Hotel, per day, $1.50; breakfast, $.50; dinner, $.50; supper, $ 50; lodging, $.50.

Hightstown, Stockton Street House, per day, $1.50; breakfast, $.35; dinner, $.35; supper, $.35; lodging, $.50.

Hoboken, Naegeh's Hotel, per day, $2.00; breakfast, a'la carte, dinner, $.75; supper, $.50; lodging, $1.00.

Hillsdale, Hillsdale House, breakfast, $.40; dinner, $.40; supper, $.40; lodging, $.45.

Lakewood, Old Homestead, per day, $2.00; breakfast, $.50; dinner, $ 75; supper, $.50; lodging, $ 50.

Lambertville, Lambertville House, per day, $2.00; breakfast, $ 50; dinner, $.5 ; supper, $.50; lodging, $ 50.

Plainfield, Laing's Hotel, per day, $2 co; breakfast, $.50; dinner, $.50; supper, $ 50; lodging, $ 50.

Pennington, Mathew's Hotel, per day, $1.50, breakfast, $.40; dinner, $.40; supper, $.40; lodging, $.40

Red Bank, Central, per day, $1.50; breakfast, $.50; dinner, $.50; supper, $.50; lodging, $ 50.

Ridgewood, Ridgewood House, per day, $1.50; breakfast, $.50; dinner, $.50; supper, $.50; lodging, $.50.

Roseville, The Roseville Hotel, per day, $2.00; breakfast, $.25; dinner, $.50; supper, $.25; lodging, $1.00.

Saddle River, Paramus Road House, per day, $1.50; breakfast, $.35; dinner, $.50; supper, $.35; lodging, $.50.

Vineland, Baker House, per day, $1.50; breakfast, $.40; dinner, $.40; supper, $.40; lodging, $ 40.

Bordentown, Washington House, per day, $1.co; breakfast, $ 40; dinner, $.40; supper, $.40; lodging, $.40, (or supper, lodging and breakfast, $.75.)

Elizabeth, Ryan's Hotel, per day, $1.50; breakfast, $.50; dinner, $ 50; supper, $.50; lodging, $.50, (European plan—single room, $.75, double, $ 50, meals 10 per cent off Bill Fare.)

Newark (Rest.) Jacoby's Cafe, breakfast, $.30; dinner, $.35; supper, $ 30; lodging, $.75; [10 per cent deducted on everything but regular meals, (B. D. &. S.)]

Paterson, United States Hotel, (European Plan) lodging, $1.00.

Proceedings of Semi-annual Meeting of the Board of Officers, New York State Division, L. A. W.

At Grand Union Hotel, New York City Feb. 15, 1890.

(III—Continued.)

In my annual report I recommended that a revision of the road book be made. No action was taken at that meeting upon that recommendation and I now again call it to your attention. The road book as it now is is somewhat out of date, and it is high time that it be revised. I would most earnestly recommend that the Division authorize and direct the revision and publication of the road book, together with proper and suitable road maps. It would thus become a very valuable book and would be in great demand, not only among cyclers, but, I believe, among the general public. This action would, I firmly believe, tend greatly to boom the League among wheelmen, strengthen its influence with those who are not members, by showing a practical and valuable work, and would also prove a desirable source of income to the Division. I have been urged to this course by a number of men engaged in the trade, and I now have a standing offer from a large and responsible dealer to take one hundred of those books at the price I have mentioned, one dollar, just as soon as they are published. This work would also be right in line with the road improvement work of the Division, and I fully believe will greatly aid us in accomplishing the objects of the organization in that direction.

I desire to report that I have well under way the work of issuing a new hand book of this Division for the year 1890, and hope to make it a great improvement over the year 1889. I am now engaged in soliciting advertisements to appear in connection with the book and the time when it shall be issued depends very largely upon the success I meet with in this necessary branch of the work. It will doubtless appear at an early date, and I am confident will serve to add largely to our membership. The hand book of 1889 has been considerably patterned after in other State Divisions, and I have had many inquiries from other Chief Oonsuls who have been desirous of getting out a similar book for their Divisions.

In my annual report presented to this Board in September last, I called attention to the system of record books which I had placed in League hotels throughout this State. I then urged all League members to take pains to make use of this book when visiting League hotels, in the hope that by so doing we could obtain much material useful in the revision of the road book, and with the further view that in that way the attention of landlords and others would be sharply called to the value of the appointment as a League hotel. I regret very much to say that these books have not been used as extensively as I had hoped for in some places, and thus the objects sought to be accomplished in the adoption of that system have largely, not wholly, failed to be attained. I again desire to call attention to this matter and to impress it quite sharply upon your minds. The system will be continued another year in the hope that the members will avail themselves of the advantages thus offered and at the same time discharge a duty which they really owe to the organization. If they would make use of it even to the extent of registering in it, it would largely benefit the League. I could, if this book is properly used, point out to landlords the increasad patronage which he had enjoyed by reason of such appointment, and such appointment would from year to year become more valuable and more valued. To illustrate how this will be appreciated, let me quote from a letter recently received by me from the proprietor of a League hotel in a small village near Buffalo:

"Dear Sir—I write to thank the L. A. W. through you for their liberal patronage the past season. One hundred and seventy-five have stopped with me between May 26th and October 24th. I would respectfully request a hotel certificate for 1890. Having taken care of the boys for a number of years, and this being a small

place, would request that mine be the only League hotel here."

What is true in this case can be made equally true in all other cases, and it would seem to be apparent to any one that this system could be made of great value to the League.

I desire to thank the various Committees for the very able and zealous assistance which they have rendered me in the work of the Division during the past year.

They have at all times shown themselves ready to respond to any call which might be made upon them. The various Chairmen of the Committees will present their reports and I ask for them careful consideration at your hands.

I desire to call particular attention to the proposed amendment to the Division By-laws, presented by the Chairman of the Rules and Regulations Committee, and ask that you give them your careful consideration. I think they are all such as should be adopted, and would recommend such action on your part.

At this time, it not being in the riding season, the consular system is much the same as at the time of my annual report. I can only express my appreciation of the assistence which they have rendered me at all times when I have called upon them, and thank them for the readiness and willingness with which they have done their work. It has not been necessary for me to make any removals whatever, and the only change in the personel of the corps is where some have found that they were unable to give the time they desired to the worn, and for that reason have resigned and other men have been appointed to the vacancies thus caused, and a few additional consuls that have been appointed. As the spring opens I shall make still further additions to the corps. In the work of pushing the roads improvement agitation they will be found of invaluable assistance, for they are active, intelligent and energetic, and will doubtless make the power and influence of the Division largely felt.

In my last report I stated that the membership of the Division, as reported in the L. A. W. BULLETIN of September 6th, 1889, was 1965. There has been a constant increase in our membership from that time until it now, as reported in the BULLETIN of January 31st, 1890, is 2143. This increase, in view of the fact that it has occurred out of the riding season, very largely, is certainly gratifying. I feel perfectly safe in predicting that during the coming six months the Division will show a greater growth than at any corresponding period of its existence. It surely shall, if by any efforts which I can put forth I can bring about such a result. The Division now stands at the head in membership, the nearest approach being the Massachusetts Division, which is still some distance behind us.

I desire to call your attention to the report of the Secretary-Treasurer, which will show to you just how the financial part of the Division business has been conducted, and as to the available resources at our command. This report is made up, as nearly as the limited time would allow, upon the lines of the quarterly reports recommended by me, and will in some measure show you the advantages of that system. I have also compiled from the records of the Division, and with assistance of the Secretary-Treasurer, a statement of the financial condition of the Division, with an estimate of the receipts and expenditures for the period between the time of holding the last annual meeting and the time of the next annual meeting, which will throw some light upon the condition and ability to carry on the work which we now have in hand.

Cash on hand September 13th, 1889	$726.39
Due from Abbot Bassett, Sec. L. A. W., to the date, and not appearing in the report of the Secretary-Treasurer made at that meeting.	520 50
Total assets September 13th, 1889	$1246.89
Estimated receipts, from renewals and applications, on basis of receipts for fiscal year ending September 1st, 1889, as follows:	
1451 renewals, at 50 cents	$725.50
541 applications, at $1.50	771 00
	$1496.50
Estimated income from September, 1889, to September, 1890	$2743.39
Expenditures, amounts voted at last annual meeting:	
Chief Consul's allowance	$600.00
Chairman of Rights and Privileges Committee, as Division Counsel	100.00
Secretary-Treasurer's allowance	150.00
Estimated additional expenses, including stationary, postage, printing, and travelling expenses of the Chief Consul, R. and P. Com., and Ex. Com., stenographer, and all other incidental expenses estimated on basis of last year's expenses for similar purposes	300.00
Total expenses	$1650.00
Estimated surplus on hand September 1, 1890	$1093.39

The estimated expenses as above stated have been estimated on a liberal basis, while the receipts will doubtless be much larger from renewals and new applications than the estimate provides for. I have not attempted to make any estimate upon any unusual expenditures which may become necessary in carrying on our roads improvement measure. Unless it shall be found necessary to incur such expenses, the actual and available assets of the Division on September 1st, 1890, will doubtless be considerably larger than they were September 1st, 1889, notwithstanding the increased appropriations made at the annual meeting of the Board in September, 1889.

There is another matter connected with the financial business of the Division to which I wish to call your attention, and for which I bespeak your earnest and careful consideration. In pursuance of an official call for a meeting of the Executive Committee and in response to my earnest personal solicitation, Dr. George E. Blackham, the third member of that Committee attended the committee meeting held in this city at the time of the annual meeting of the Board in September last. Thereafter, and under date of October 10th, Dr. Blackham presented to me his voucher for expenses in attending that meeting, to the amount of $34.co. I at once approved it and in the usual course of business forward it to Vice Consul Bridgman. Under date of January 10, 1890, Mr. Bridgman wrote me from Chicago in reference to the matter stating that he failed to find any article in our Constitution and By-laws which would allow of this expenditure, and knew of no precedent for it. As I construe section 3, article 6 of the Division By-laws, the Executive Committee have the express power to permit such expenditure, both under the amendment adopted at the September meeting, and as they stood before that amendment. As to their being any precedent for such action, I am not able to point to any expenditure of a precisely similar nature since the adoption of the new By laws in September, 1888, for the reason that that meeting of the Executive Committee was the first one held under those By-laws. Dr. Blackham was holding, by appointment to fill a vacancy, an elective office. It was his duty as a member of the Executive Committee to examine and audit the accounts of the Secretary-Treasurer as presented at the annual meeting, and while, as above stated, there may be no precedent in the State Division for such expenditure, it is strict conformity with the practice and custom of the National Body, to pay such expenses. I would therefore recommend that this Board carefully consider this matter and audit and allow this expenditure, and direct the payment of that voucher.

Under date of December 2d, 1889, I made out and forwarded to the other members of the Executive and Finance Committee my voucher for the month of November. That voucher is for the following items:

Postage (this item is itemized in voucher)	$11.00
Expenses to New York and Boston, Roads Improvement business	57.48
Chief Consul's allowance for November	50.00
Total	$118 48

This voucher was duly approved by Dr. Blackham. Under date of January 10, 1890, Vice Consul Bridman wrote me that he could not approve the voucher upon the ground that, as stated in his letter: "Your allowance of $50.00 a month was voted to you to pay the expenses of your office, and it seems to me that the expenses of your office, properly speaking, are for postage, printing and other sundry expenses." Mr. Bridgman having in this manner raised a question as to the proper construction of the resolution making the appropriation voted the Chief Consul at the September meeting of this Board, I requested him to return the voucher to me that I might lay the whole matter before this Board. This he has done, and I now present the whole matter before you for your consideration. Since rendering the voucher above referred to, in order that there should be no misunderstanding whatever upon this subject, I have rendered no voucher whatever, but have paid all the expenses necessarily incurred by me out of my own pocket. In regard to this matter, I have no recommendation whatever to make, further than to refer the whole subject matter to the consideration of this Board, and ask that you take such action in regard thereto as to you in your wisdom shall seem just and proper.

I have also further to report that on January 28th, 1890, Mr. Michael Furst, one of the Representatives elected by this board in September to the National Assembly, tendered to me his resignation of that office, and by virtue of the power vested in me under the Constitution and By-Laws, I have duly appointed Mr. Howard E. Raymond, of Brooklyn, to the vacancy so caused.

It is with some pride that I look back to the work accomplished since my last report. I have endeavored to the best of my ability to discharge my duties and perform the work of the Division. The work inaugurated in this Division has, in many instances, been followed in others, notably in the work of getting out the Hand-Book, agitating the wheelmen by means of circular letters, and only recently by the action of a sister Division in organizing a State Roads Improvement Association for the purpose of pushing to a successful issue the reform for which we in this Division are so earnestly striving.

I hope to be able in my next report to this Board, to report even greater progress in the work and strength of this Division than it is now my pleasant duty to do.

Respectfully Submitted,
W. S. BULL.
Chief Consul.

Mr. Jenkins.—I would move that the Report of the Chief Consul be received.

Motion carried.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 3—Total 284.

BOSTON, April 18, 1890

CALIFORNIA DIVISION—2.

Unattached.

13319	Lomont, Chas., cor. Ripley and Carrillo,	Santa Rosa
13320	Sawyer, Elbert, 517 4th st.,	"

CONNECTICUT DIVISION—21.

Bridgeport Wheel Club.

13528	Halligan, Frederick M., 217 State st.,	Bridgeport

New Haven Bi. Club.

13522	Parsons, L. J., 11 Madison st,	New Haven
13521	Jones, Roland Kelsey, 280 State st.,	"
13520	Booth, W. C., 8 Pearl st.,	"
13519	Coan, Geo. R., 184 Wooster st.,	"
13518	Bishop, Wm. F., 15 Warren Place,	"
13517	Bailey, F. M., 676 State st.	"

Torrington Wheel Club.

13400	Maine, Warner, Box 250,	Torrington
13401	Wilmot, Edw. A., Box 131,	"

Rambling Wheelmen.

13527	Brautigam, H. H., 34 Hanover st.,	Bridgeport

Unattached.

13532	Case, Ralph E.,	Avon
13530	Hill, Geo. S., 176 Park ave.,	Bridgeport
13529	Potter, Charles M., 149 West ave.,	"
13526	Taylor, Jno. H., 56 Lafayette st.,	New Haven
13525	Leggett, Willis S., 144 Howard ave.,	"
13524	Law, Sherman B., 204 Howard ave.,	"
13523	Law, J. H., 204 Howard ave.,	"
13531	Hale, C. W., Jr., Box 889,	Rockville
13302	Hubbard, Franklin G., Walnut st.,	Middletown
13346	Grannis Hial S., 37 Summer st.,	Plantville
13345	Finch, Wm. A., L. Box 20,	Southington

DISTRICT OF COLUMBIA DIVISION—1.

Washington Cycle Club.

13436	White, Geo. W., 809 Water st.,	Washington

ILLINOIS DIVISION—23.

Carrollton Cycling Club.

13470	Fischer, Jno. H.,	Carrollton
13471	Felmley, David,	"
13472	Morrow, Dee,	"

Lincoln Cycling Club.

13350	McDonald, F. R., 527 Belden ave.,	Chicago

Peoria Bi. Club.

13429	Bunch, Frank M., 322 Sixth st.,	Peoria
13430	Hatch, James E., 211 Elizabeth st.,	"
13431	Howe, Lewis, 211 Perry st.,	"
13432	Wing, E. C., care Peoria Transfer and Storage Co.,	"

Unattached.

13349	Bernbrock, Wm F., 117 DeKalb st.,	Chicago
13348	*Henriques, Mrs. Susie H.*, 359 Warren ave.,	Chicago
13347	Stone, Norton F., 277 Campbell ave.,	"
13437	Faust, Wm. H.,	Dixon
13438	Raymond, E. Burt, Box 1112,	"
13439	Scovell, H. H.,	"
13443	Lomison, J. L.,	Forrest
13440	Whittington, A.,	Marseilles
13303	Fassett, Elisha P.,	Mendota
13444	McDaniel, David A.,	Minonk
13445	Ramser, Paul, 1827 Second ave.,	Rock Island
13441	Gardner, C. E.,	Vermont
13442	Van Syckel, J. W.,	"
13584	Worthington, Ed. A., 111 Mich. ave.,	Chicago
13533	Boyd, Charley, Box 391,	Lanark

INDIANA DIVISION—1.

Social Wheelmen.

13534	Sibley, A. P., 146 E. Tutt st.,	So. Bend

IOWA DIVISION—2.

Unattached.

13351 Russell, Chas. M. (P. O. address Ames, Iowa) West Side
13535 Edmonds, A. B., Algona

KANSAS DIVISION—11.

Central Cy. Club.

13536 Baggage, C. W., Junction City
13537 Bagnall, I. T., "
13538 Chase, John H., "
13539 Faringhy, Geo. R., "
13540 Greene, James, "
13541 Franklin, Deane, "
13542 Lemley, Fred G., "
13543 Miller, Fred D., "
13544 Scholer, Arthur, "
13545 Starcke, H. W. Walter, "
13546 Striplin, W. N., "

KENTUCKY DIVISION—1.

Unattached.

13547 Tanner, W. L., 123 Lewis st., Frankfort

MAINE DIVISION—2.

Unattached.

13353 *Soule, Miss Maude H.*, So. Freeport
13352 Maxfield, Herbert N., Woodfords

MARYLAND DIVISION—1.

Unattached.

13304 Hudson, Wm. H., Pier, 16 Light st., Baltimore

MASSACHUSETTS DIVISION—35.

Dudley Ass'n Wheel Club.

13550 Robinson, Nathan S., 50 Vernon st., Roxbury
13549 Hill, Arthur C. C., 32 Regent st., "

Roxbury Bi. Club.

13585 Hoffman, G. F., 141 Central st., Somerville

Unattached.

13540 Mansfield, Herbert M., 77 Franklin st., Boston
13321 Blaisdell, J. Will, 608 Washington st., "
13446 Hoffman, Louis G., 77 Franklin st., "
13402 Howe, Sidney, 77 Franklin st., "
13505 Leslie, Edward, 61 E. Concord st., "
13433 Lougee, Gilman M., 77 Franklin st., "
13354 Palmer, Geo. B., 7 Dana st., "
13434 Peterson, John B., 77 Franklin st., "
13448 Taylor, Joseph A., 77 Franklin st., "
13447 White, Geo. V., 77 Franklin st., "
13403 Dexter, Wallace D., Brookline
13355 Hederman, Wm., Box 182, Chicopee Falls
13356 Richard, Chris, Box 281, "
13357 Barry, J. W., "
13358 Boudry, Peter, "
13359 Lyon, Albert B., Box 551, "
13360 Booth, L. F., Box 428, Chicopee
14361 McCracken, John, Box 777, "
13404 Curtis, Joe D., Box 285, Haverhill
13452 Snow, Walter H., Franklin
13455 Holland, Joseph, 162 Main st., Fitchburg
13406 Bowker, F. E., 162 Main st., "
13322 Edgar, Charles M., Green st., Jamaica Plain
13306 Bradbury, Samuel A., 55 Monroe st., Lynn
13450 Slocum, Charles R., Box 404, New Bedford
13451 Strange, Fred W., Pleasant st., "
13453 Merritt, Henry D., Box L., No. Attleboro
13454 White, Henry M., Jr., Orne st., "
13323 Small, Cyrus K., 22 St. James st., Roxbury
13149 Sizer, F. R., 61 Pochassic, Westfield
13551 Turner, James, 21 Main st., Taunton
13552 Collins, Frank E., 93 Summer st., Worcester

MICHIGAN DIVISION—3.

Star Bi. Club.

13553 Hodger, Wm. D., 22 Witherall st., Detroit

Unattached.

13455 Shepherdson, A. E., Box 703, Three Rivers
13554 Abel, Frederick L., 187 Charlotte ave., Detroit

MISSOURI DIVISION—8.

Unattached.

13557 Massa, Robert F., 1726 Harrison st., Kansas City
13558 Duncan, W. A., Pierce City
13559 Gregory, A. J., 717 Main st., "
13560 Merideth, Sol., "
13362 Burkhardt, Chas. A., California
13363 Loren, Albert W., "
13556 Balmer, Chas., Jr., 209 No. 4th st., St. Louis
13555 McCorkle, Hugh D., Room 178 Laclede Bld'g, St. Louis

NEW HAMPSHIRE DIVISION—3.

Unattached.

13307 Brown, H. B., 162 No. Main, Concord
13308 Emmons, Harry G., 64 No. Main st., "
13309 Harding, E. W., 88 No. Spring st., "

NEW JERSEY DIVISION—34.

Atalanta Wheelmen.

13325 Pridham, Sam'l R., 19 Hill st., Newark
13324 Millar, Ernest F., 36 Fulton st., "
13326 Rummell, Alfred T., 37 Frelinghuysen ave., "
13327 Scudder, A. H., Jr., 1001 Broad st., "
13328 Thorne, Lewis N., 281 High st., "
13329 Walker, C. L. S., 153 Plane st., "
13334 Hornfeck, Herman G., Verona

Elizabeth Wheelmen.

13310 Ensworth, Frank E., 576 Madison ave., Elizabeth
13311 *Pennell, Miss M. A.*, 414 So. Broad, "
13312 Douglas, A. P., 544 Adams ave., "

Rutherford Wheelmen.

13331 Bowers, Joseph L., Box 237, Rutherford

Union Co. Wheelmen.

13333 Wheeler, William O., Box 165, Westfield

Unattached.

13561 Zacharias, C. R., Asbury Park
13562 Stauffer, W. H., "
13563 Kilmer, Nelson P., "
13564 Ford, Dr E. I., "
13565 Sexton, J. H., "
13566 Burtis, J. N., "
13567 Bird, M. F., "
13568 Hope, E. M., "
13569 Tonkins, W. B., "
13570 Smock, G. A., "
13571 Barber, J. Emery, "
13572 Carpenter, C. K., "
13573 Young, Rev. S. Ed., "
13574 Colby, Rev. F. C., "
13575 Smock, Harry W., "
13408 Evans, Edwin, Hotel Hoffman, Atlantic City
13409 Myers, J. L., Box 2734, "
13407 Titzel, James A., 1719, Atlantic ave., "
13330 Greenlie, David, Passaic Bridge
13410 Carrigan, Andrew J., Box 6, Ridgewood
13332 Darsh, Chas. H., Westfield
13576 Woodworth, Oscar, 110 So. Broad st., Trenton

NEW YORK DIVISION—45.

S. B. Bi. Club.

13583 Kraemer, Chas A., Suspension Bridge

Flower City Wheelmen.

13335 Ross, P. B., 68 Concord ave., Rochester

Newburgh Bi. Club.

13425 Callahan, Geo. M., 4 Washington Place, Newburgh

Rome Cyclers.

13364 Miller, Carroll G., Rome
13365 Yarwood, E. S., "
13366 Tyler, Fred A., "
13367 Garrison, Dewitt J., "

Syracuse C. C.

13339 Olmsted, Will H., 413 Clinton st., Syracuse

Wanderers Bi. Club.

13315 Leach, Addison C., 187 Keap st., Brooklyn

Westchester Co. Wheelmen.

13415 Fuller, Bayard C., Bay View ave., New Rochelle
13416 Hawley, Hughson, "
13417 Pagan, Frank, "
13418 Safford, R. F., Main st., "
13419 Smith, R. C., Residence Park, "
13420 Tyler, Dr. N. P., M. D., Main st., "
13421 Valentine, Eugene, Locust ave., "
13422 Moore, Herbert P., Mamaroneck
13423 Sammis, T. A., "
13424 Howland, Edw. A., Jr., Mt. Vernon
13414 Coleman, F. A., (P. O. Address Windsor Hotel, New York City) Mt. Vernon

Unattached.

13337 Potter, Leslie H., Box 449, Binghamton
13336 Smith, Myron J., 126 Liberty st., "
13413 Woodbridge, Charles E., 363 Henry st., Brooklyn
13477 Hotchkiss, Wm. H., 292 Main st., Buffalo
13473 Cooley, George B., Box 944, Canandaigua
13474 McGlashen, Henry S., Box 657, "
13475 Sackett, Albert B., Box 875, "
13476 Watson, Geo. H., "
13370 Loyster, J. Arthur, Cazenovia
13457 Bryan, N. T., Mechanicsville
13456 Bruno, Richard M., 146 Broadway, New York
13314 Hirsch, Gus W., 120 East 112 st., "
13411 McKinley, W. G., 353 West 57th st., "
13412 Readio, Wm. C., 721 Madison ave., "
13338 Casselman, D. L., M. D., Purdy Station
13340 Barlow, Fred U., 151 Main st., Sing Sing
13341 Hart, Glentworth B., 145 Main st., "
13579 Daily, Fred S., Adams
13368 Parker, James A., 408 W. Park st., Rome
13339 Frey, Wm. A., Rondout
13580 Alward, C. F., 55 Park Place, Buffalo
13578 Davis, William, Box 837, Kingston
13582 Beebe, A. N., Box 906, Hamilton
13577 Cole, Percy, 2116 Madison ave., New York
13581 Bradley, Harry, Wellsville

OHIO DIVISION—28.

Dayton Bi. Club.

13371 Baumann, Carl L., 10 East 3d st., Dayton
13372 Binkerd, A. N., 1014 No. Main st., "
13373 Bookwalter, Alfred G., 518 W. 4th st., "
13375 Custer, Levitt E., 28 East 3d st., "
13376 Daugherty, Edw. F., 448 E. Fifth st., "
13377 Finke, Ellis J., 20 East 3d st., "
13378 Flotron, Jno. R., 18 So. Brown st., "
13379 Folsom, Clarence, Stillwell & Bierce Mfg. Co., Dayton
13380 Herby, D. Clinton, care A. W. Gump & Co., Dayton
13381 Keenan, Paul, 251 W. 5th st., "
13383 McGee, Thomas F., 118 No. Main st., "
13384 McIntire, John S., 39 Monument ave., "
13385 More, Richard F., 400 W. 1st st., "
13380 Phelps, Allen, 268 LaFayette st., "
13387 Phelps, Sam F., 268 LaFayette st., "
13388 Rice, Herbert, 40 So. Main st., "
13389 Rike, Fred H., 15 E. 3d st., "
13390 Schriver, Chas. A., 221 So Jefferson, "
13391 Speck, Dr. G. Howard, 3d and Jefferson st., Dayton
13392 Stephans, J. G., 438 W. 3d st., "
13493 Wells, N. D., cor. 3d and Ludlow, "
13394 Whiteside, Dr. A. T., 3d and Jeff. st., "
13395 Wilcox, Richard S., Dayton Nat'l Bank, "
13382 Keyes, John G., Box F., National Military Home
13374 Brown, Harvey, Brandt
ulPaWert Bi. Club.
1F458 Mounts, P. H., Box 3, Scott

Unattached.

13478 Meuttman, Wm., Avondale, Cincinnati
13426 Wickerham, P. A., Peebles

PENNSYLVANIA DIVISION—26.

Century Wheelmen.

13479 Oellers, J. M., 2006 N. 13th st., Philadelphia
13480 Carr, C. N., 15th and Columbus ave., "
13481 Whitesides, F. W., 1503 Allegheny ave., Philadelphia

Clover Wheelmen.

13427 Keith, William A., 2316 Hancock st., "

Frankford Bi. Club.

13461 Killhour, Wm., Bustleton Pike, "
13462 Lesher, Milton, Paul and Orthodox sts., Frankford, Philadelphia

Unattached.

13460 Hatcher, T. Franklin, 1528 Swain st., "
13483 Sparks, W. R., Box 33, Connellsville
13316 Froelich, Wm., 142 No. 7th st., Philadelphia
13459 Froelich, August P., 142 No. 7th st., "
13399 Thompson, Charles R., 91 Bath st., Bristol
13343 Sheelig, Rev. V. G., Bridgeville
13342 Plush, A. L., Box 201. Bryn Mawr
13397 Booth, H. W., (P. O. address University of Minnesota, Minneapolis) Erie
13463 Hitchcock, Chas. D., care Erie City Iron Works, Erie
13318 Vaux, William S., Jr., Haverford College
13466 Small, Chas. H., 501 No. Front st., Harrisburg
13467 Small, J. Murphy, 501 No. Front st., "
13468 *Small, Miss Eliza C.*, 501 No. Front st., Harrisburg
13465 Roberts, George, 10 So. Second st., "
13396 Emmert, M. H., 4221 Columbia ave., Philadelphia
13428 Smith, A. B., Ogontz
13484 Cooper, W. P., 129 Webster ave., Pittsburg
13464 Hamilton, D. Edw., 21 W. Main st., Shippensburg
13398 Miller, Arnon P., So. Bethlehem
13482 Shipman, J. C., Box 825, Sunbury

RHODE ISLAND DIVISION—5

Bristol Co. Wheelmen.

13487 Woodward, Frank, Box 263, Warren

Unattached.

13318 Leonard, Edw. H., 10 America st., Auburn
13344 Bucklin, George, Narragansett Hotel, Providence
13485 Macomber, Herbert C., 136 Pine st., "
13486 Rankin, Wm. G., Box 103, "

TENESSEE DIVISION—28.

Unattached.

13488 *Baxter, Mrs. Jerome*, 338 Linden st., Memphis
13489 *Yates, Mrs. W. T.*, 114 Wash. st., "
13490 *Deupree, Mrs. T. J.*, 356 Main st., "
13491 *Maydwell, Mrs. Willie C.*, cor. Court and Second, Memphis
13492 Klyce, Wm., 57 Peyton ave., "
13493 Hickey, N. C., 253 Main st., "
13494 Black, R. J., 323 Poplar st., "
12495 Goodwin, Thos., 242 Main, "
13496 Scott, Chas. R., 6 West Court, "
13497 Harwell, Fisher, Orgill Bros. & Co., "
13498 Willins, Jno. T. Jr., Orgill Bros. & Co., Memphis
34991 Ware, W. S., 41 Madison st., "
13500 Whitmore, R. H., 17 Union st., "
13501 Schuman, Frank, 412 Main, "
13502 Armstrong, A. D., 272 Second st., "
13503 Voegelin, E. H., 39 Madison st., "
13504 Maydwell, Charlie H., Court and Second st., Memphis
13505 Tresevant, H. S., 22 Union st., "
13506 Wood, Wm., 413 Main st., "
13507 Siegfried, W. C., 290 Main st., "
13508 Hodges, C. R., 223 Second st., "
13509 Broadwax, Geo. T., 290 Main st., "
13510 Thayer, Frank B., 265 Main st., "
13511 Ferguson, Jno. A., Menken Co., "
13512 Slusser, R. W., "
13513 Hayley, H. S., 356 Vance st., "
13514 Prosselle, W. A., 58 Joncs ave., "
13515 Wiggs, Robert J., Cotton Exchange, "

WISCONSIN DIVISION—2.

Beloit Academy.

13469 Adams, W. Vincent, Box 1387, Beloit

Unattached.

13516 Riordan, J. E., 702 Niagara, Sheboygan

ALABAMA—1.

Sheffield Bi. Club.

13435 Dimick, L. W., Sheffield

NEW MEXICO—1.

Capital City C. C.

13313 Crump, J. Henry, Santa Fe

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FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

L. A. W. Renewal Blank, 1890.

Fill out this blank, enclose $1 to pay your dues to April 30, 1891, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, make the request on another sheet than this. Pu tnew address on blank.

Ticket holders, 25 cts.; with name stamped, 50 cts.

Leave space above this line Blan

*Number*_____

*Name,*_____

Street and Number or P. O. Box, _____

City, _____

State, _____

Club _____

Enclosed for Holder ____ *cts.*

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name,*.....

Club,..... *St. and Number, or Box,*.....

References:..... *City,*.....

State,.....

Enclosed..... for Holder.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2.00 with this blank on any date between date of paper and Oct. 31, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

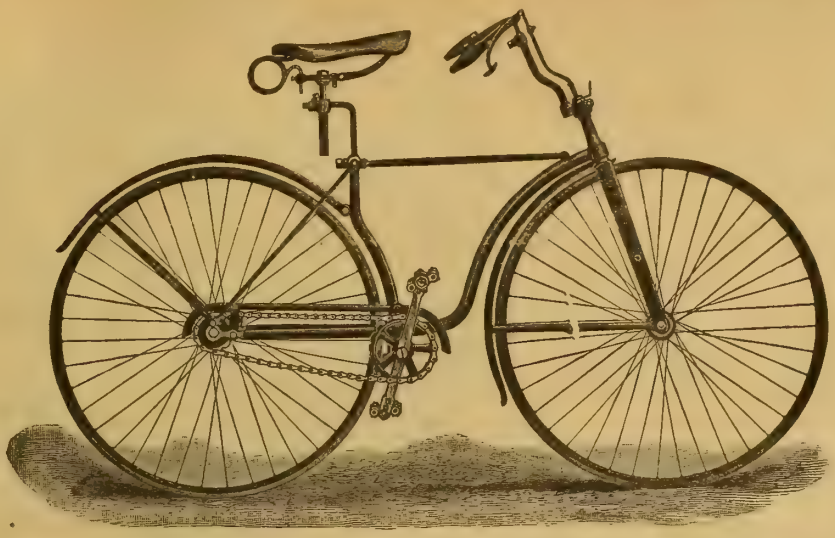
☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and ecket for personal cards send cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

Warwick Perfection Cycles are Constructed of Wrought Steel and Absolutely INTERCHANGEABLE.

PRICE $135.

SEND FOR

CATALOGUE.



WITH BRACE REMOVED

IT MAKES A

Light and Superior

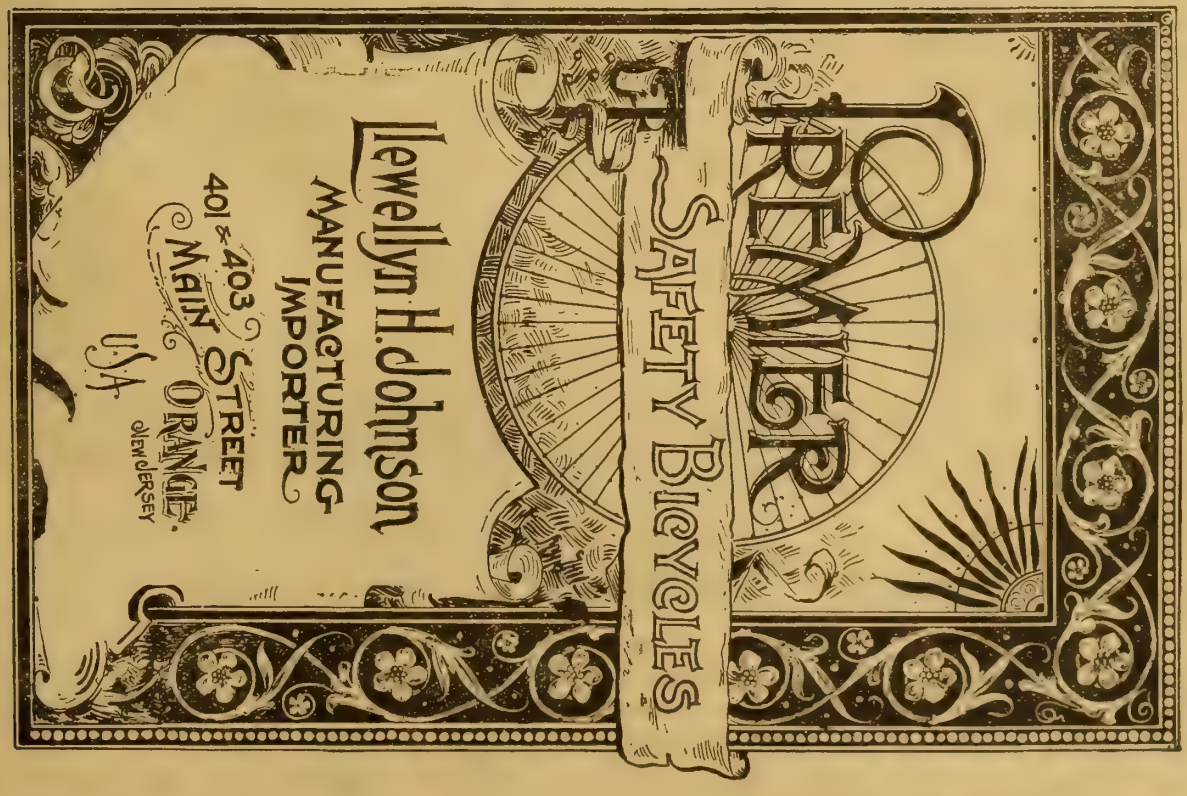
Ladies' Wheel.

To facilitate delivery of goods, we have arranged with the following firms to supply you in their respective territory. They will be our exclusive wholesale dealers, and it is their mission to aid you in every way. Address them for catalogues:

For Maine, New Hampshire, Vermont, Rhode Island and Eastern Massachusetts, **A. O. VERY**, 173 Tremont Street, Boston.
For New York State, east of Onondaga County, and North-eastern Pennsylvania, **G. R. BIDWELL**, 313 West 58th Street, New York.
For Northern New Jersey, **E. ALSDORF & CO.**, 11 Academy St., Newark, N. J.
For Southern New Jersey, and territory contiguous to Philadelphia, **EDW. K. TRYON, JR., & CO.**, 10 and 12 North 6th Street, Philadelphia.
For Western New York, Western Pennsylvania, and Northern Ohio, **STANDARD CYCLE CO.**, 588 Main Street, Buffalo, N. Y.
For Maryland, **EISENBRANDT BROS.**, 424 E. Baltimore St., Baltimore, Md.
For Southern Ohio, Southern Indiana, Tennessee, and West Virginia, **J. E. POORMAN**, 8th and Race Streets, Cincinnati, O.
For the Northwest, **CHAS. F. STOKES MFG. CO.**, 293 Wabash Ave., Chicago.
For the Southwest, **D. SNITJER**, 1012 Olive Street, St. Louis.
For the Pacific Slope, **THOS. H. B. VARNEY**, Fremont Street, San Francisco, Cal.
Territory not named, Local Agents, or The Manufacturers,

WARWICK CYCLE MFG. CO., - Springfield, Mass.

ON APPLICATION.



MAILED FREE

We have before us a copy of the "Mileage Book" for 1890, issued by the Eagle Bicycle Mfg. Co. It is made small so that it can be easily carried in the pocket. The days of each month are separated into squares with the heading of the week day. In these squares are inserted the number of miles ridden, and a space is left at the bottom of each page for the total mileage for the month. It is a useful little book, and one that is bound to be popular with wheelmen. By reference to the advertising page of the Eagle Bicycle Mfg. Co., it will be seen that that company offer to furnish a copy of the Milage Book free to all who will send for one.

The bicycle stand advertised by Messrs. Rankin & Bruce, it is claimed has excellence in the fact that it will without adjustment take in any wheel from 20 inches to 60 inches. Another excellent featnre is the price, $1.25.

"Mr. Frank L. C. Martin, Captain of the Plainfield Bicycle Club has opened a bicycle agency at No. 75 Park avenue, where he would be pleased to furnish all kinds of bicycles, tricycles and velocipedes, suitable for gentlemen, ladies, boys and girls."--*Press, Plainfield, N. J.*

"In the city of Orange is located the United States' house of Hillman, Herbert & Cooper, limited, for many years sole manufacturers of the celebrated Premier cycles. Mr. L. H. Johnson is owner and manager of this part of the business, and to his practical knowledge of the sport and his unremitting attention to its development, the popularity of the Premier Safeties in America to-day is largely due. Premier agencies are to be found in every locality where cycling is possible, and Premier wheels are to-day running in every State in the Union.

A brief visit to Mr. Johnson's establishment shows us first, four large show windows, each exhibiting a different pattern of Premier Safety. Entering, a large salesroom consisting of two stores which have been thrown into one, and in which are placed neat rows of machines greets the view. At the eastern side are the private offices, containing desks, safe, and type-writer's department. In the lofts above are, first, stock room, where the Premier Safeties are neatly arranged, ready for crating, on both floor and ceiling, the assembling and crating rooms and lumber storage. Every part of the business is reduced to the most perfect system in order to economize time when the rush of orders of the Spring trade commences. Facilities for shipping fifty machines a day are had and our local and general express and freight lines are at the instant call of this establishment to transport its goods to Maine, Texas, California or intermediate points."—*Ex.*

The Daisy bicycle bell, a cut of which will be found in our advertising columns is without doubt a most excellent bicycle bell. It is strong and well made, melodious in tone and it *does not* require winding. All you have to do is to pull the lever and it rings out strong and clear. Every rider who wants a first-class automatic alarm cannot afford to be without a Daisy bell. See page 603 for advt.

We call attention this week to the advertisement of the Stover Bicycle Mfg. Co., in which will be found excellent cuts of the centre brake, the chain adjustment, and the saddle. We specially call attention to the fact that the name of the saddle used by the firm has been changed from the Buffer to the Phœnix. This firm reports excellent sales and big results from their ad. in the *World*.

The "Champion Vest Pocket Manual of Sports and Pastimes" is a neat little book of official records of best time, etc., in all the sports. It also contains a complete schedule of the Baseball fixtures of both the National and Player's League for the year 1890. As a book of reference it is a most excellent thing. Published by F. K. Lanpher, 48 and 50 Summer St., Boston. Price five cents.

Van Wagoner will use in his ride from Boston to Chicago the Eagle wheel which he rode all last season. He will also ride the same wheel in the 100-mile road race.

FIXTURES.

APRIL.

20—W. Van Wagoner starts on his record ride to Chicago at 12 noon, from the Tremont House, Boston. (Weather permitting.)

28—Illinois Cycle Club of Chicago. Athletic entertainment at Madison street theatre, Chicago.

MAY.

3—Grand reunion run of Missouri cyclists over the roads of Pike Co., Missouri.
4—Reunion of cyclists of St. Louis, Quincy, Hannibal and Clarksville, at Louisiana.
10—First race for the *Item* 5-mile road race for Philadelphia riders.
10—Amateur race meet of the Harvard University Cycling Association, on Holmes' field, Cambridge, Mass.; entries close May 3d. Address W. B. Greenleaf, 41 Weld Hall, Cambridge, Mass.
24—"Pony Tournament," S. and L. B. T. Association. Address Harold Child, Secretary, 1112 Olive street.
24—Spring Tournament of St. Louis Track Association.
24—Race meeting at Hamilton, Ont.
24—Race meeting at Woodstock, Ont.
28—Tournament at Hamilton, Ont.
30—Bay State Bicycle Club races at Agricultural Park, Worcester, Mass. Address B. A. Lamont, Worcester, Mass.
30—Maine Division L. A. W., annual meet, at Lewiston.
30—Road race, Irvington-Milburn, N. J.
30 and 31—New Jersey Division, L. A. W., annual meet at Plainfield.
30—Pullman road race at Chicago, Ill.
30—Rome, N. Y., Bicycle Club tournament.
30—Tournament of the Rambling Wheelmen at Bridgeport, Ct.
31—Intercollegiate games at Berkeley Oval, New York.

JUNE.

2 to 7—Second annnal cycling exhibit and tournament at Exhibition Building, Chicago, one week.
7—Second race for the *Item* 5-mile road race for Philadelphia riders.
7—Hill climbing contest, Son-of-a-Gun Hill, at St. Louis, Mo.
7—Elwell party starts for Europe.
9—New Haven Bicycle Club Tournament and annual meet Counecticut Division L. A. W. Address A. G. Fisher, P. O. Box 1558.
21—Fifty Mile Road Race at Buffalo, N. Y., under the auspices of the Standard Cycle Co. of Buffalo, N. Y. For entries and particulars apply to them.
27, 28—Pennsylvania Division meeting at Philadelphia.
27, 28—Probable dates, great century run, Orange to Philadelphia.
28—Chicago Cycling Club vs. Wilmington Wheel Club team race, Lancaster Pike, Philadelphia, Pa.

JULY.

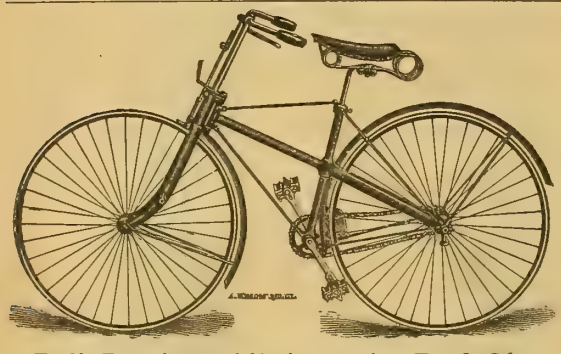
1 to 3—Missouri Division tour to Columbia, starting from Clarksville. Address W. P. Laing, Marshal, 1724 Olive st., St. Louis.
4—Chicago, Ill., Cycling Club's race meet.
4—Open handicap road race, Cincinnati, Ohio, address J. E. Poorman, 8th and Race streets, Cincinnati, Ohio.
4—Brownsville, Pa., Cycle Club race meeting.
4, 5—Missouri State Division meet at Columbia, Mo.
7—Kentucky Division meet at Richmond.
8—Kentucky State Diviison meet at Maysville, Ky.
24, 26—Ohio Division meet at Cincinnati.

AUGUST.

16—Annual tournament St. Louis Bicycle Race Track Association, St. Louis, Mo. Address Harold Child, 1112 Olive street, St. Louis.
17—Start of the party of Massachusetts Wheelmen in the tour from Boston to Niagara Falls. Adddess A. W. Robinson, 89 State St.
20—Detroit to Niagara Falls tour. Particulars to C. H. Smith, 211 Putnam avenue, Detroit, Mich.
25, 26, 27—L. A. W. annual meet and national championship at Niagara Falls, N. Y.

SEPTEMBER.

1-2—New York State Division, L. A. W. meet at Syracuse, N. Y. Address Charles W. Wood care R. Wood & Sons, Syracuse, N. Y.
12, 13—Peoria, Ill., Bicycle Club tournament. Address H. G. Rouse, Peoria, Ill.
1, 2—Hartford Wheel Club tournament.



Ball Bearings All Around. Perfectly Interchangeable and Warranted.

Price $100.

Now on the market, and admitedly a wheel giving full value for price asked.

Our facilities are such as to insure prompt shipments.

THE HARTFORD CYCLE CO.,

MANUFACTURERS OF

The Hartford Safety,

HARTFORD, CONN.

THE LATEST CRAZE

is the Safety, and the price of ordinary wheels is going down with a crash that is very sickening to all the dealers. We are still ready, however, to take ordinaries in trade for all styles of new Safeties and if you can't make figures with your nearest local dealer, you had better write to us; also, SEND YOUR NAME IN FOR A COPY OF OUR 1890 CATALOG, which will be the finest thing in its line of the season.

ST. LOUIS WHEEL CO., ST. LOUIS, MO., 311 N. 14th St.



This cut gives the top of bell, showing there is no winding.

THE DAISY.

Our Pats. are Nov. 21, '86; April 12, '87; March 12, '89. Trade Mark granted, Oct. 19, '86. Foreign Pats., Sept. 21st, '86, Dec. 6, '86, July 18, '87.

NEW ENGLAND DEPOT,
EUREKA DOOR BELL CO.,
No. 86 Beverly St, Boston.

WESTERN DEPOT.
Hibbard, Spencer, Bartlett & Co.,
CHICAGO, ILL.

FOR SALE IN BOSTON by
Wm. Read & Sons, John P. Lovell Arms Co., W. W. Stall.

IT'S A DAISY

So say **all** that **have seen it** and **used it.** It is the **most thorough** and **durable made bell** on the **market.**

It has a **perpetual automatic motion,** and it **never has to be wound up,** thus **avoiding** the **nuisance** of **winding.**

It gives the **electric cathedral sound.** It is the **best sounding bell ever constructed** for **bicycles** and **tricycles. All bells** are **warranted. Any imperfection** in **any way, shape or manner will be made good at our Factory free of charge.** They fit **all kinds** of **machines.**

For sale by the **leading dealers** throughout the country. If you cannot get one in your section send us $2.50 and it will be sent to you **Free of Express Charges**

Special discounts to the trade.

"HUSTLING AGTS." wanted. If you contemplate buying a bell call for the **"Daisy,"** and **do not be put off** with **bluffs** and **inferior bells** by those who **are getting extra inducements, i. e., discounts to push inferior goods.** When **once you have known the "Daisy" it will be to always like it.**

Remember it **never has to be wound up;** it is **perpetual.** They are packed **very neatly** in **wooden boxes.**

"EUREKA" DOOR BELL CO.,

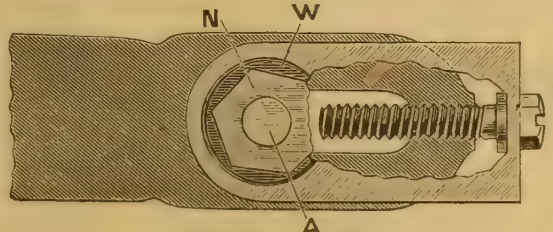
No. 86 Beverly St., - BOSTON, MASS.



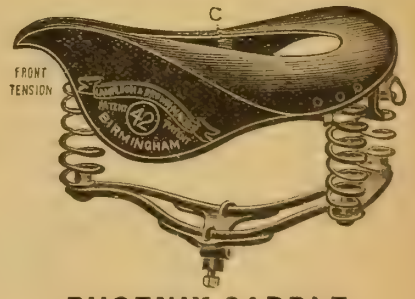
CENTRE BRAKE.

Three of the Stover Bicycle Mfg. Co.'s Specialties.

From now on the Saddle we have advertised as the Buffer will be known as the PHOENIX. The name BUFFER is used by others for an inferior article, hence the change. Note the Centre Brake and Chain Adjustment, as applied to the Stover Cycles.



CHAIN ADJUSTMENT.



PHOENIX SADDLE.

SEND FOR CATALOGUE.

STOVER BICYCLE MFG. CO., - Freeport, Ill.

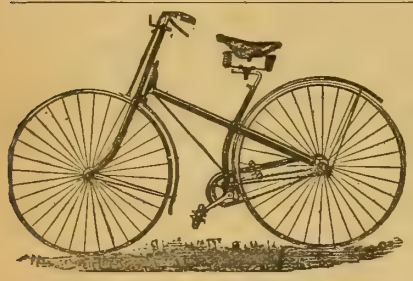


SAVE MONEY. New $135.00 High Grade Safeties for $100. New Universal Safety, balls to wheels, pedals and crank shaft, $70. An odd lot of new Safeties at from $28 to $40, less than factory price.

BARGAINS IN JOB LOTS. **AGENTS WANTED.**

A. W. GUMP & CO., Dayton, Ohio,

Bicycles, Guns and Typewriters taken in Exchange. Job Lots Bought. We carry 700 Bicycles in Stock.



THE COVENTRY RIVAL.

Interchangeable. Guaranteed one year.
Credenda Steel Tube,
Bown's Ball Bearings,
Warwick Rims.

$85

SOLE U. S. IMPORTERS,

THE SWEETING CYCLE CO., Philadelphia.

THE IRWELL ROADSTER SAFETY.

$100 We believe this the best $100 machine ever offered to the American Public. It is built in the best manner and of the best material. It has ***solid steel hubs,*** and it is difficult to see how anything can be built better, even to sell for a price forty per cent. higher. Tool bag, wrench, oiler and bell included. Agents wanted. Sole Importers,

THE CENTURY CYCLE CO., 1404 Oxford St, Philadelphia.

The New "39" and "24" Star



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

—AND—

Best Hill Climbing Machine Ever Produced.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

Send for Catalogue of STAR BICYCLES.

H. B. SMITH MACHINE CO.,
Smithville, N. J.



ERIE KNITTING MILL,

ERIE, PA.,

Make to order the finest line of goods for the use of wheelmen. Send for samples of fabric and price list.

N. B. Elwell is recommending these goods to all the members of his tour.

THE "GAZELLE,"



JUVENILE SAFETY BICYCLE.

The lightest and strongest machine of its kind yet made. Tubular steel drop frame, with or without detachable cross-bar, adjustable steel cone bearings for wheels and crank-shaft, hard rubber handles, 24 and 26 inch wheels, with crescent steel rims, steel spokes and 3-4 inch best rubber tires, reversible seat post, with long and short bends, thus giving wide range of adjustment to suit children from eight to sixteen years of age; all wearing parts detachable and interchangeable; handsomely finished in nickel and enamel; weight, with adjustable suspension saddle and tool bag, complete, 34 lbs. Price $40,—and well worth the money, in comparison with any other machine of its kind in the market.

The "Gazelle" has absolutely the strongest wheels of any bicycle made, large or small, and as the frame is strong enough to carry a heavy man over the roughest riding, the machine will stand the rough usage to which children's bicycles are frequently subjected, with little danger of breakage. The Ladies' "Gazelle," much the same style as the above, with 28-inch wheels, chain guard, and some additions and improvements, will be ready in April. Will run about as light as a ball bearing machine. Price $50. Liberal terms to agents. We will deliver these machines at any place in the United States, east of the Mississippi, where we have no agent and which is reached by a railroad, at prices named, transportation free. When ordered to be sent C. O. D., an advance remittance of $5 will be required.

CRAWFORD & CO.,
1116 E ST., N. W., - WASHINGTON, D. C.



Premier Safeties,

$65 to $200.

EASTERN AGENCY.

Full Line and Large Stock to Select From.

Second-Hand Safeties Low.

The World Renowned "CATFORD."

FAIRBANKS, SANBORN & CO.,

No. 145 Columbus Ave.

Send for Premier Catalogue.

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NO. 324 FLATBUSH AVE., BROOKLYN.

55-inch Columbia L. Roadster, -	$60
53-inch " " " - -	75
Two-Track Columbia Trike, - -	40
50-inch Volunteer Columbia, - -	45
52-inch British Challenge, - -	50

HERE WE ARE,

A little late perhaps, but the fact is we have been too busy to write up an Ad. All we have to say is that if you want to buy a wheel for your own use--or if you want to engage in the sale of wheels--or better still--if you are now engaged in their sale--or if you want CYCLE CLOTHING, or BICYCLE SUNDRIES of any kind, just send for our CATALOGUE. You will find the largest, finest and most complete assortment carried by any house in America deseribed and beautifully illustrated therein. WHEELS ranging in price from $4.50 to $250. We can equip DEALERS complete. It will only cost you one cent to answer this, and it will cost us ten to reply, so you see we give you ten to one on the start, and it's ten to one that you will deal with us if you ever get our CATALOGUE and PRICES.

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GREAT BARGAINS IN HIGH-GRADE SAFETY BICYCLES.

In order to make more room for our STOCK OF MACHINES of ALL MAKES AND STYLES, we have decided to offer the following wheels at these Very Low Prices.

Machines sent to any part of the United States upon receipt of enough money to cover express charges. Remember EVERY MACHINE IS JUST AS REPRESENTED.

1 New Mail Safety, just as good as new	$95.00
1 " " " used last season	90.00
1 Premier Safety, in fine condition	90.00
1 " " used one season	85.00
1 Ivel Safety, as good as new	90.00
1 " " in very good order, used last year	85.00
1 Ormonde Safety, new, brought from England last fall	100.00
1 Ormonde Safety, new, brought from England last fall	110.00
1 Premier Popular, new, never used	100.00
1 " Ladies' Safety, new, never used	120.00
1 Premier Tandem Safety, new, never used	190.00
1 " " " used last season	175.00

ORDINARY BICYCLES.

1 52-inch Royal Singer, in good order	35.00
1 " American Rudge, in good order	35.00
1 54-inch Standard Columbia, cow horn bars, spade handles	30.00
1 54-inch Rudge Light Roadster, fine condition	50.00
1 " New Mail, almost new, '89 make	75.00
1 " Singer Apollo, fine order	50.00
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Now is your time to secure a First-Class Machine at a REASONABLE PRICE. We are the Cambridge Agents for the following famous Safeties, all of which we carry in stock and can be examined at our store:

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Machines to let by the Hour, Day or Week.

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BECAUSE it is the best mechanically-constructed Safety in the World. We challenge our imitators to excel

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Holds 12 World's Records, and Won over 130 Prizes in five months.

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AGENTS WANTED. *SOLE U. S. IMPORTERS.*

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We want a few good tricycles, in exchange for 1890 safety bicycles for ladies or gentlemen. Give description of machines. Address

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A GOOD WHEEL FOR $1.00.

I have a Springfield Roadster which I will sell to somebody for the small sum of $1.00. The wheel is ball bearing all around, has only been run a short distance and is in the best of conditions; for road work and hill climbing is unexcelled. Send me $1.00 and you will receive a chance in this wheel. If you do not need it yourself tell your young friends about this cheap way of procuring a wheel. Address JAMES H. FORBES, Carthage, N. Y.

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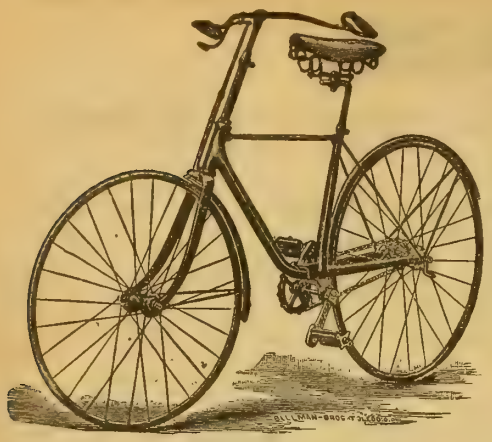
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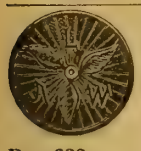


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BUTCHER CYCLOMETER?

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With New Oil Can Attachment in place of Balance Weight, $1.00 Extra. Oil can alone, to suit our 1889 Cyclometer, by Mail, $1.25.

For Ordinary Bicycles. Price $10.00, by Mail on Receipt of Price.



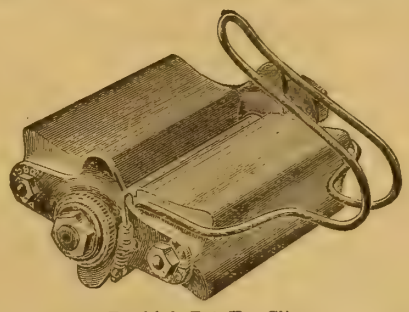
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GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

HEAR YE, HEAR YE, HEAR YE,

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Rankin's Pat. Toe Clip

is the proper thing for your wheel. You can charm the natives riding hands off. In ordering name your kind of wheel and this paper. Clips 50c. a pair. We are putting **JACK'S OIL** up in 1 and 2 ounce bottles. Send for prices.

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PERFECT POCKET OILER.



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Call's supporter, with elastic back, lace front and adjustable back straps. Light, easy and durable. A sure fit. No. 5, same as cut, 75 cts. No. 6, pockets each side of lacing, $1.00. No. 7, with hose supporters, $100. No. 8, hose supporters and pockets, $1.25. Order by number and give waist measure. Postpaid on receipt of price Trade supplied.

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New and Second-Hand Machines for Cash or Installment. Machines Exchanged or Sold on Commission.

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We carry a full line line of Cycle Parts and sundries,

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Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

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Mills, Bouckville, Madison Co.
ESTABLISHED 1865.

THE Cyclist who buys a New Machine on the faith of an advertisement is too good for this world, therefore we do not expect to sell

"NEW RAPID" CYCLES

on the strength of the following statement alone:

During 1889 we made over 7000 of our Celebrated "New Rapid," True Tangent Wheels for use in our machines, using something over 350,000 spokes; now out of this enormous number WE DID NOT HAVE A SINGLE BROKEN SPOKE REPORTED TO US.

The above proves that our wheels are perfect, but does not relate to the machines themselves; the ordinary cycler, however, is a man of intelligence, and he will acknowledge that a firm who are careful in the construction of the wheels, must also be careful, and devote considerable attention to every part of the machine, and this we do.

After reading this send for a descriptive Catalog of "New Rapid" Cycles to the CLARK CYCLE CO., 340 N. Charles Street, Baltimore, Md., who are our Agents.

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Inventors and Sole Makers of the NEW RAPID CYCLES.

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Best equipped bicycle house in U. S. Finest riding school in Chicago. High and medium grade
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THEY NEED NO RECOMMENDATION.



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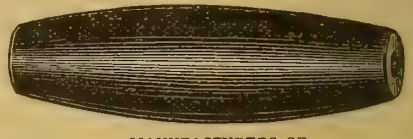
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Agents should place their orders now to avoid delay.

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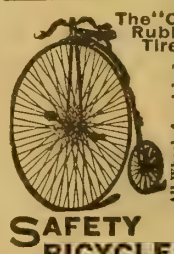
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Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades, in the rough, with bolts and grip,	$2.00 per pair
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Double Grip Pedal Rubbers,	$1.75
Tire Cement,	$ .25 per box
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Bicycle Balls, spokes, etc.
Mould Work of Any Kind Solicited.
THE ELASTIC TIP CO.,
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The "OTTO" Rubber Tires.

BICYCLES

	Factory Price.	Our Price.
52 in.	$60 00	$32 40
50 in.	55 00	29 70
48 in.	50 00	27 00
46 in.	45 00	24 30
44 in.	40 00	21 60
42 in.	35 00	18 90

All Wheels furnished with Tool Bag and Tools.



SAFETY BICYCLES

SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with Parallel Bearings	$25 00
Large Boys' 24 in., with Brake and Mud Guards	35 00
Ladies' or Men's 30 in., Ball Bearings to both wheels,	75 00
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SAY TO YOUR FRIENDS,

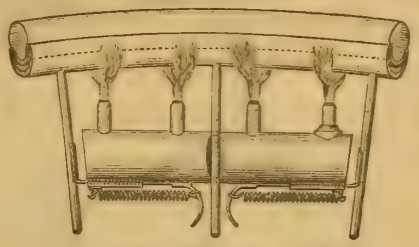
Men or women, who wish to learn to ride the bicycle, that PRIVATE LESSONS are given in my Large Hall (floor space clear, 50x100), every day and evening (Sundays excepted.)

Lessons are by appointment. Hours can be secured in advance, and further particulars learned at my office. Come personally, write or telephone.

NO SPECTATORS.

NEW AND USEFUL

PERFECTION TIRE HEATER.

Price $1.50.  Price $1.50.

Patented No. 323,686, Aug. 4th, 1885.

Loose Tires Cemented on the Road in a few Moments.

Can be Carried in the Tool Bag.

A Simple Saver of Time, Money and Patience.

Can be procured of any dealer in Bicycles, or of the Manufacturer,

GEO. R. BIDWELL,

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"ORMONDE"

LIGHT ROADSTER.

WEIGHT, 36 LBS.

HANDSOME, + LIGHT, + STRONG.

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BANKER & CAMPBELL, 1788 Broadway, New York.

AGENTS APPLY.

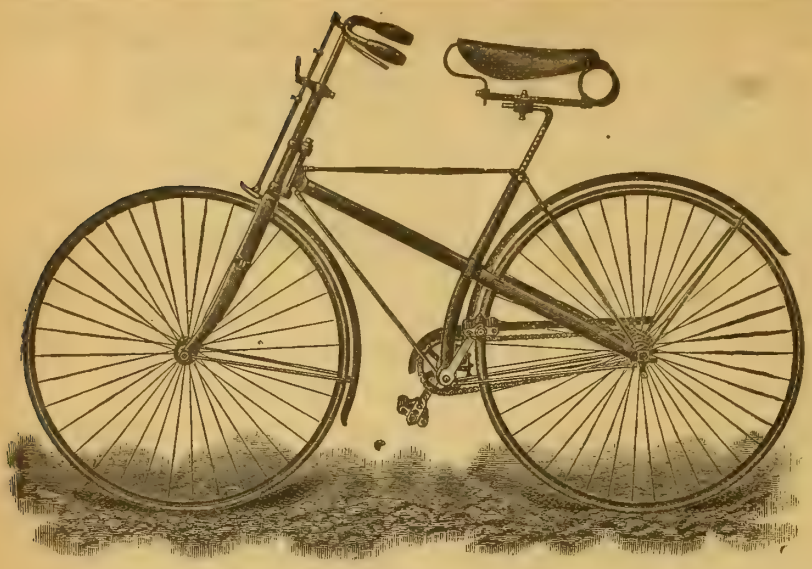
Saved! Saved! Saved!

Thousands of Bicycles were saved from rust, season of '89, by the use of Wilson's Wonderful

NICKEL AND ENAMEL PRESERVER.

Clean your Bicycle with it. No Bicyclist can afford to be without it. Sold by all Cycle Agents, or sent by mail for **50c.**

JOHN W. WILSON, 6 Hanover St., Boston.



FINISH.

A good way to detect the grades of articles is to compare finishes. Cheap goods cannot be finished in a high grade manner, for the defects in material and workmanship are bound to stick out in spite of all efforts to daub them over.

Compare the UNION with them all in this respect, and all others.

UNION CYCLE MFG. CO.,

HIGHLANDVILLE, MASS.

Our Eighth Year at the Old Stand.

W. W. STALL,

ODD FELLOWS' HALL,

509 TREMONT STREET, 4 WARREN AVENUE.

BOSTON, MASS.

Safety Bicycles, Wholesale and Retail.

SOLE NEW ENGLAND AGENTS FOR

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INDIANA BICYCLE MFG. CO.,	Indianapolis, Ind.
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SWEETING CYCLE CO.,	Philadelphia, Pa., COVENTRY RIVAL.

We are practically headquarters on low-priced wheels especially, and are prepared to supply the trade. Safeties for men at from $60.00 upward; Ladies at from $45 upward, and Boys at from $18.00 upward.

We offer the above goods to the New England trade, and solicit correspondence with agents and parties desiring to become such.

LIBERAL INDUCEMENTS TO LIVE MEN WHO WILL "HUSTLE."

Send 5 cents in stamps for our new Catalogue.

Forward! March!

Yes, brethren, "Dearly Beloved, DEARLY BELOVED" (?) Oh, yes. WE don't lay up anything against the hide-bound, narrow gauge, small bore contingent. Our hearts are GLAD and our faith and hope buoyant enough so that we can say "DEARLY BELOVED BRETHREN." They give us so MANY striking tokens of regard, OF LATE, that our affections WARM UP, at the mention of their names, daily. But we wander—we are discursive—to return to our MUTTONS. (Now, Typo., if you leave off the "S" final on MUTTONS, there will be a collision, don't you forget it.)

WE were about to observe that "FORWARD, MARCH!" means SOMETHING. FIRST:—Which Way IS FORWARD—ADVISEDLY? Why, WESTWARD, of course, you bet, every time, by a large majority.

As near as we can get at FACTS in the matter, CIVILIZATION started in the Valley of the Euphrates; it has been steadily advancing WESTWARD, until Civilization has, at last, after its long, long journey, got back where it started. An enterprising lot of fellows have put their heads together and are bringing irrigating ditches, from a long distance away, too, wherewith to wet down the hard, sun-baked earth, to the end that it may yet again produce abundantly, and become as of yore, a veritable GARDEN OF EDEN. Oh, yes, this is the same VALLEY where ADAM and EVE first started the fruit Biz. Those APPLES have been travelling WESTWARD, for a long, long time. All the sweet grasses, beautiful flowers and toothsome fruits once grown in ADAM'S NURSERY took up their line of march WESTWARD. They have IMPROVED on the journey. Well, HAVEN'T they, tho?' AT LEAST, SOME OF THEM.

Well, we really should remark, AUDIBLY, too. EVERYTHING IMPROVES that goes West, and KEEPS GOING. CYCLES had to go WEST to get fixed up just about right, FRANCE to ENGLAND, thence to AMERICA. NOTE THE IMPROVEMENT in the Stock transplanted into the first garden patch in AMERICA. THAT'S the HUB, OF COURSE. THAT Strain of Stock has been STEADILY IMPROVING. Seeds have been scattered, far and wide, by MAN, and BIRDS, and the WINDS, and they have TAKEN ROOT and are bringing forth fruit.

BUT right here in NEW ENGLAND, even in WESTBOROUGH, was brought forth the finely improved "BROTH OF A MACHINE," a BRAND NEW SPECIES, not a Sprout or Sucker from some old Tree, but SOMETHING NEW, NOVEL, WONDERFUL, SOMETHING FINE, SOMETHING that TEETOTALLY TICKLES the "BOYS" who have seen it and ridden it, THAT WONDERFUL REAR HUB, THAT ACME of SIMPLICITY. Those LITTLE GEARS, that will stand a breaking strain of TWO TONS and WON'T BREAK then, even. Those LITTLE GEARS that will, if belted on to, transmit FOUR HORSE POWER, DAY and NIGHT, for ar INDEFINITE PERIOD, and NEVER get weary. Why, the TEETH where they MESH are SCARCELY BRIGHT after a run of A THOUSAND MILES.

ALL the RIDING MEN, SOUTH and WEST, are writing us FINE LETTERS, daily, about the "BRONCHO" and its LIGHTNESS, BEAUTY of OUTLINE and FINISH, COMPACTNESS, EASE of RUNNING, STEADINESS in STEERING, EASE with which it can be ridden UP STEEP HILLS, EASE with which you can RIDE IT, HANDS OFF, for Miles, EASE with which it can be ridden, HANDS OFF, ON ONE WHEEL. NO, NOT THE FRONT WHEEL, at least, NOT YET. THAT will be a matter for AFTER CONSIDERATION. That is, when we have MORE TIME than at present.

Any of you, gentle readers, who have not yet been FORTUNATE enough to get a look at a "BRONCHO" or a CATALOGUE, had better apply for the latter, AT ONCE. READ, PONDER and be WISE, you CANNOT be OTHERWISE—if you have got HORSE SENSE. You want to READ UP on the subject of "BRONCHOS," THREE KNOT SKOOKUM OIL, SKUDERDRAK'S EMBROCATION and LIVINGSTON'S SURE CURE. That little procession of goods and chattels will MAKE THE WORLD GO ROUND EASIER, for some time to come.

Send for '90 "CAT." LOOK OUT for 100 CUTS, later.

WHITE ✣ CYCLE ✣ CO.,

WESTBORO', MASS., U. S. A.

ELECTRIC BRAZING.---POPE MFG. CO.

QUIDPROQUO, BOSTON.

In the issue of this paper for 14 March, I started here what the editor was pleased to speak of editorially as "a new departure in their (Pope Mfg. Co.'s) style of advertising;" a style which he further described as "unique." We held it three weeks before the pirates got aboard. It has found many readers and much commendation---the five preceding numbers---so here goes some more of the same.

BY THE WAY.

If you see other folks copying my style of presenting facts as I find them and opinions as I form them, with the reasons therefor, just see whether or not they copy my candor and carefulness, as well. In coins, a genuine one has a true ring that a counterfeit lacks. I have attacked no one, and intend no unfairness to anyone. When I quote I use quotations marks, and facts and dates I verify.

COLUMBIAS BRAZED BY ELECTRICITY.

A SHORT while ago I came accidentally upon an interesting statement about the manufacture of the Columbia cycles which was entirely unprejudiced and incidental. It has been known, of course, in America, for some time that the Pope Mfg. Co. first applied the electric welding process to brazing, and introduced it into their manufacture of bicycles. What interested me, however, was a report of A. B. W. Kennedy, F. R. S., a distinguished British civil engineer, who came over last year for The City of London Contract Corporation, Limited, to examine the Thompson Electric Welding process. His report reads: "The Thompson Welders have been used for brazing as well as welding. I found at the immense bicycle works in Hartford, Conn., a brazing welder which had been at work about nine months, and which had made, by register, 29,800 separate operations. When I saw the machine it was brazing the two limbs (tubes) of bicycle driving wheel forks. * * * * * Apart, however, from the strength of the joints made, the process has very great advantages in the 'cleanness' of the heat, in the rapidity with which it is obtained, in the extraordinary ease with which it can be maintained uniform, increased, diminished, or regulated in any way, and also in the localization of the heat in those parts of the metal where it is wanted. All these are points of which the immense importance is thoroughly understood by practical men."

TOLD BY AN ENGLISHMAN.

IS IT THE RIGHT KIND?

MY READERS have doubtless noticed that when I began to talk about imitations a couple of weeks ago or so, I did not blame anybody for honest imitation. I admitted, on the contrary, that honest "imitation is sincerest flattery." Imitation by consent, imitation by rightfully obtaining the right to copy, is commendable. Direct imitation sometimes denotes poverty of resources, and sometimes good judgment. In the case of electric welding, imitated and applied to brazing the parts of Columbia Cycles, by buying the right, it appears to be commendable.

THREE KINDS OF IMITATION.

First, there is imitation in make-believe, or deceptive imitation; as illustrated, for instance, in what I pointed out two weeks ago in the matter of pedals made to imitate the Columbia Double Grip Pedal near enough to deceive the unwary, but, without the right to a complete reproduction, avoiding the full advantage of the invention. The Pope Mfg. Co. bought, in **1884**, the right to make that pedal, under the first patent for a practical improvement on the cylindrical rubbers in bicycle pedals.

ÆSOP'S JACKDAW

Secondly, there is the imitation which is illustrated by the fable of "The Jackdaw and the Peacocks," which any one can interpret as occasion arises. "A certain Jackdaw was so proud and ambitious that, not contented to live within his own sphere, he picked up the feathers which fell from the Peacocks, stuck them in among his own, and very confidently introduced himself into an assembly of those beautiful birds. They soon found him out."

WHEN THEY DO SO THEY SAY SO

A THIRD KIND of imitation consists in the honest selection of what is thought to be the best, and the reproduction of it with improvement. This has been illustrated in the manufacture of the Pope Mfg. Co. from the beginning. The very first thing that company did was to imitate the best English-made bicycle for road use that there was; and the second thing they did was to announce in their catalogue and in their advertisements that they had done so. That machine was the "Duplex Excelsior" then sold in this country not only by the Pope Mfg. Co., but by the other importers, by whom it was held up then and for some years longer, as the best English bicycle for American use.

HOW THEY SAID IT IN 1878.

HAVING fully prepared the first machine of its own make for the market, the Pope Mfg. Co. issued a new catalogue describing it, and introduced the manufacture of the Columbia Bicycle as follows: "After six months' careful labor in making tools and machinery, we have now provided a road machine superior to most and equal to the best English bicycle. This is conceded by all the riders who have examined and tested them, and also by one of the best English manufacturers. Our President having made a trip to Europe for the special purpose of finding out which was the best road machine, and having examined all the best makes, finally decided upon the celebrated 'Duplex Excelsior.' Our machines are made upon the same pattern."

LEADERS IN 1890.

After a good imitation they proceeded to original work, and for many years have led, rather than followed, in designing and improving the highest grade cycles. Their 1890 catalogue is the best authority on this point. Send for a copy of it.

FOUNDED THE 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 25 APRIL, 1890.

Volume XX.
Number 26.



VICTOR, King of Safeties.

BEST ON EARTH

ASK VICTOR RIDERS.



LOVELL DIAMOND SAFETY.

Price $85.00 Price

Strictly high grade. All steel tubing and steel drop forgings. Ball bearings to all parts.

Bicycle Catalogue Free.

JOHN P. LOVELL ARMS CO.,

147 Washington St., BOSTON, MASS.

"THE STONE AGE"

is a subject in which we are always interested. It makes us feel *immense* to read of those benighted people who had no metal of any kind, no tariff, no world's fair, no bicycles. Think of the long ages when they had no fire nor anything of any value for it to burn. Then to see the gradual unfolding of man's discoveries. Think of the grand thrill that must have gone through primeval man when he was first able to shave himself with a copper razor. Then came iron and our modern historian calls that the "iron age," and this the "age of steel," while some of the more hopeful think they can almost see over into the "Aluminum Age," when by the use of that much over-estimated metal a fourteen pound bicycle will be possible.

All these strides of human progress are apt to make us "stuck up," and feel above the generations that have passed. When the naked savage made his first rude attempt at navigation he "paddled his own canoe" with a *hickory* paddle, which is still in existence, and they don't keep it done up in vaseline either. It wasn't "*second growth*" hickory, for the conditions were not yet right for *that*. A solemn looking gentleman said to us recently, how can you, on the eve of this aluminum age "go back," (yes, *go back* is what he said) to the most ancient material known, and advocate its use for the construction of wheels? What is your religion we asked? I am a Catholic, said he, with some show of pride. "How can you," we said, "in these days of Unitarianism and even Infidelity still cling to one of the *oldest* forms of religion?" He declined to argue what seemed to him so unreasonable a question, and curtly informed us that that was no comparison, as it was a very different matter, to which of course we readily assented, though he was willing to admit that for the purposes of crop raising the earth was still the thing, notwithstanding its extreme age. Said an enthusiastic convert of ours the other day: "I don't consider that it will be a question of Steel *or* Hickory, but the real issue will, in time, be Hickory or nothing." (Don't overlook those quotation marks.) "Is there really such a thing as a wooden bicycle, and if so why don't you print a cut of it," writes one George Stimpson. We have sent George one of our catalogues, and by with holding his address so that others can't find him, we hope to catch his order, for he adds that he has "got the cash to pay for a bicycle, but don't propose to send it to anybody until he knows what they have got." It is refreshing at this season to hear of a customer who would accept a printed cut as "evidence of things not seen." Wonder if he would buy a mermaid on the same terms. We have several letters asking if we shall exhibit the Hickory Wheels at Niagara Falls during the national meet. We certainly expect to be there. We are told that it is desirable to have as many as possible of the makers get together at that time, and we are asked to do our part toward so desirable an end. Knowing what a drawing card it would be, the managers have invited us to ride one of the Hickory wheels over the Falls. We dislike to appear selfish, but *Hickory Bicycle* Manufacturers are scarce just at present. The *wheel* would, no doubt, stand it, but we don't like to get wet "to make a Roman holiday." Our heart goes out in a deep gush of gratitude towards the many who express a desire to see the *hickory wheels*, but we feel even better to know that a large portion of those who *see* it are touched in the right spot. When we see an advertisement of cycles that are "*all steel*," it strikes us as if a shoemaker should advertise ladies' slippers that were "all *cow hide*." How does it strike you?

P. S. Hickory is the stuff.

STERLING ELLIOTT, = Newton, Mass.

SAFETY JOB LOT EXTRAORDINARY.

We have just purchased the entire remaining stock of 1889 Safeties carried over by the Western Wheel Works—about 300 in number—and offer same at prices heretofore unknown in this country. These wheels had an immense sale last year, and are well known to be O. K. We list the JUNO (ladies' safety), balls to rear wheel, at $40; formerly $60. The CRESCENT, balls both wheels, at $50; formerly $75. The full ball CRESCENT at $60; formerly $90. Liberal discounts from above prices to the trade.

1890 Catalogue now out. **ROUSE, HAZARD & CO., 9 G Street, Peoria, Ill.**

THE LATEST CRAZE

is the Safety, and the price of ordinary wheels is going down with a crash that is very sickening to all the dealers. We are still ready, however, to take ordinaries in trade for all styles of new Safeties and if you can't make figures with your nearest local dealer, you had better write to us; also, SEND YOUR NAME IN FOR A COPY OF OUR 1890 CATALOG, which will be the finest thing in its line of the season.

ST. LOUIS WHEEL CO., ST. LOUIS, MO., 311 N. 14th St.

Second-Hand
BICYCLES and TRICYCLES.

NEW YORK BICYCLE CO.,

Nos. 4 and 6 East 60th St., NEW YORK.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITION.—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A 1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A1. "6" Finish and bearings in first-rate shape, tires somewhat worn.

No.	Size.	Name.	Cost.	Price.	Fin.	Brgs.	Cond'n
696	48	Special Star,	107.00	45	4	Plain	6
698	54	Victor Lt. Roadster,	130.00	65	4	1	2
700	50	Victor Lt. R'dstr, (89),	130.00	110	4	1	1
703	52	Singer Matchless,	135.00	55	4	1	3
705	54	Columbia Expert,	130.00	60	4	2	2
706		Singer Tandem,	275.00	150	4	1	4
707	51	Special Star,	125.00	65	3	Ball	2
710	52	New Rapid Roadster,	132.50	100	4	1	1
712	52	Victor Lt. Rdstr (89),	137.50	120	3	1	1
714		Boy's Safety,	35.00	25	4	4	1
726	48	Columbia Standard,	90.00	25	3	3	4
727	48	Special Star,	132.50	75	4	Ball	3
731	—	Star Safety,	135.00	85	4	1	1
732	—	Quadrant Trike, No. 8,	185.00	125	4	1	1
734	50	Victor,	132.50	60	4	1	3
736	—	Girl's Tricycle,	35.00	15	6	Plain	1
738	—	White Flyer Safety,	135 00	85	4	1	1
740	48	Columbia Expert,	127.50	48	1	1	4
752	48	Otto Special,	65.00	30	4	4	2
770	54	New Mail,	132.50	80	4	1	1
775	—	Col. Lt. Rdstr Trike,	160.00	100	4	1	3
782	34	Otto,	25.00	8	5	4	2
784	—	Star Safety (89),	135.00	100	4	Ball	1
785	—	Col. L. Rdstr. Trike,	160.00	100	4	1	3
793	—	New Mail Safety, ('89)	150.00	95	4	1	3
794	48	Columbia Expert,	125 00	48	3	1	3
799	44	Columbia Standard,	85.00	15	4	4	6
802	39x24	Pony Star, ('89)	115.00	100	4	Ball	1
804	56	Victor Roadster,	132.50	65	4	1	4
808	52	Columbia Expert,	127.50	60	3	1	4
811	53	Columbia Lt. Roadster,	127.50	75	4	1	3
813	48	Apollo Lt. Roadster,	135.00	65	3	1	3
815	54	Special Club,	135.00	60	3	2	3
816	—	Junior Safety, (Boy's)	35.00	30	4	4	1
817	—	Ivel Safety, (Ladies')	135.00	110	4	1	1
818	54	Am. Rudge,	125.00	40	4	2	5
820	54	Am. Sanspareil,	135.00	35	4	2	5
822	56	Columbia Expert,	127.50	69	4	1	2
823	48	Columbia Standard,	90.00	15	5	4	6
825	52	Columbia Expert,	137.50	100	1	1	1
826	—	Columbia Tandem,	250.00	135	4	1	4
827	—	Juno Safety, (Ladies'),	60.00	50	4	4	1
829	45	Special Pony Star,	125.00	110	4	Ball	1
830	—	Nonpareil Sfty (Boy's)	40 00	40	4	4	1
833		Improved Crescent Safety,	75.00	65	4	4	1
834	52	Columbia Expert,	127.50	45	3	1	3
835	—	Junior Safety, (Girl's)	35.00	30	4	4	3
838	44	Ariel,	75.00	16	4	4	4
842	—	Victor Safety, ('89),	135.00	105	4	1	1
845	—	Junior Safety, (Boy's)	35.00	30	4	4	1
846	—	Col. Tandem Safety,	200.00	150	4	1	1
848	—	Dart Safety, (Ladies'),	135.00	125	4	1	1
851	—	Ivel Safety, (Ladies'),	135.00	100	4	1	1
853	46	Columbia Standard,	90.00	25	3	4	1
855	—	Rush Safety, ('90),	115.00	100	4	1	1
857	52	Special Club,	130.00	30	4	2	4
859	—	Am. Rambler Safety,	130.00	90	4	1	4
860	51	Columbia Lt. Roadster,	125.00	60	4	1	4
861	—	Humber Safety,	140.00	80	4	1	1
863	48	Victor Junior,	60.00	25	4	5	1
865	42	Ideal,	75.00	18	4	4	4

Upon receipt of $5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

Correspondence Invited.

NEW YORK BICYCLE CO.,

Nos. 4 & 6 East 60th St., N. Y. CITY.

Dealers in New and Second-Hand Machines.

Agents for Messrs. A. G. Spalding & Bros., H. B. Smith Machine Co's "Star" Wheels, R. L. Coleman & Co., Medium Priced Safeties.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

WANTED—A Victor Safety (second-hand) must be a bargain, for cash. H. E. FINE, 186 W. Hanover st., Trenton, N. J.

FOR SALE—A New Mail Safety; only ridden part of last season; Lakin Cyclometer and Lamp. Whole cost $153; will sell for $100 cash. C. E. WOOD, No. 203 E. Genesee st., Syracuse, N. Y.

COLUMBIA LIGHT ROADSTER—54-in.; also ball bearing Springfield; late patterns; fine condition; cheap. J. G. FORD, Dryden, N. Y.

FOR SALE—48-inch Star; balls to front wheel; good condition. $50 buys it. Address ARTHUR SOMERS, Ansonia, Ct.

A 52-INCH Bicycle for sale cheap; in first-class condition. Apply to A. J. P. PIONNIE, 66 Warren st., Newark, N. J.

BIG BARGAINS — Springfield Roadster; 1889; No. 5; balls all around; in good condition. For particulars write to Lock Box No. 13 Wappingers Falls, N. Y.

WANTED—An A1 Bicycle Repairer at once. A permanent position and good pay to the right man. Address WARWICK CYCLE MFG. CO., Springfield, Mass.

FOR SALE—A 53 Lakin Cyclometer; fine condition. $7. R. B. KIMBER, Richmond Hill, N.Y.

COLUMBIA TANDEM TRICYCLE for $175.00. Cost $250.00; in perfect condition; tires some worn. Also a Butcher Cyclometer for 51-inch wheel. Cost $10.00; price now $4.75. Will take in exchange two second-hand safeties of good make, or in part payment a double barrel shot gun, if in first-class shape. H. C. WEBSTER, Montpelier, Vt.

BARGAIN—59-inch Columbia Lt. Roadster; in first-class condition. Price $60. Address C. E. TITCHENER, Binghamton, N. Y.

RUDGE RACER, almost new, perfect condition, 55-inch, weight 21 lbs, for sale or will exchange for safety. J. A. BECKER, 448 Broadway, Albany, N. Y.

FOR SALE—Swift safety racer, good as new. A bargain; also Rudge 54-inch Racer. H. F. M., 1909 McCulloh st., Baltimore, Md.

WANTED AT ONCE—Six experienced bicycle repairers. Apply to No. 45, Bicycling World office.

WILL SELL—Columbia Light Roadster, 55-inch, first-class condition. Looks like new. WM. M. LYBRAND, 2151 Uber Place, Philadelphia, Pa.

FOR SALE—48-inch Special Star, 2-3 nickeled, h. frame and balls for $50; also 39x24 Special Star, almost new, 2-3 nickeled, balls, h. frame and bars, Star touring bag and luggage carrier, for $90. Address DR. G. E. DOW, 507 1-2 Congress st., Portland, Me.

BIG BARGAINS—One 50-inch Victor, one forty-seven pound tricycle, one brand new Ladies' high grade bicycle, at second-hand price. Write for particulars to Drawer X, Holyoke, Mass.

CYCLOMETERS—I have several "Butcher" Cyclometers, 10,000-mile pattern, for sale cheap, or exchange for other goods. Write me. J. W. BADGER, 6 Berkeley st., Boston, Mass.

ORDINARIES

Bought, sold and exchanged for new safeties, Columbias and other leaders. Send 25c., fully describe your wheel, with price, and we will offer exchange or put on our list, Com. 10 per cent. Purchasers please send stamp for list, stating what is wanted. A few special bargains: 54 inch L. R., b. b., C. H. bars and spades, all extras, fine order, $40, worth $75. 54-inch Victor L. R., $65. 54-inch Apollo, L. R., ball head, splendid wheel, almost new, $75. 56-inch Rudge, all balls, fine shape, $35; and many others. Write for full description. Sent C. O. D.

CLINTON CYCLE CO., - Clinton, Mass.

IN AND AROUND CAPE ANN, by John S. Webber, Jr being a hand book of that most charming section o Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely It is one of the most complete and well written little books of the kind ever published. Price 80 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.

Bicycle House

ICYCLE SUPPLIES



HOWARD A. SMITH & CO.'S

TOURING CAP.

Light and comfortable, is made entirely of wool, without pasteboard or sweatband; in navy or color. Leather visor. By mail, Price **75c.**

GENERAL AGENTS

—FOR THE—

COLUMBIAS, PSYCHOS, STARS, HARTFORDS, J. & G.'s, CRESCENTS, VICTORS, GALES, JUNIORS,

And all other First-Class Makes.

Very Large Stock of

Second-Hand Wheels

Send for printed list.

Send for our Unabridged

Illustrated Catalogue,

Now being mailed free.

LIVE AGENTS WANTED

To take up Territory

IN STATE OF NEW JERSEY.

Write for particulars.

Manufacturers and Importers of

CYCLING GOODS.

Complete Repair Shop.

Howard A. Smith & Co.,

Cor. Broad and Bridge Sts.,

NEWARK, - - - N. J.

"BREVITY IS THE SOUL OF WIT."



Therefore we will not go into details on the merits and demerits of the different makes of machines, but instead commend the "SWIFT" machines to the attention and inspection of the great Army of Wheelmen.

CATALOGUE FREE.

COVENTRY MACHINISTS' CO., Boston, Mass.

NEW YORK:	PITTSBURG, PA.:	CHICAGO, ILL.:	BALTIMORE, MD.:
J. R. JUDD,	J. A. JOHNSTON,	Stokes Mfg. Co.,	Sportsman's Furnishing Co.,
105 W. 36th St.	706 Smithfield, St.	293 Wabash Ave.	215 No. Howard St.

AN APOLOGY FOR ONLY A HALF PAGE!

Our Advertisement treats of our wheels, not of ourselves. WE are NOT for Sale!

To write one's own estimate of his own greatness takes a whole page (such is the 99 ct. store style in pushing cheap goods) but while we use only a half page the

NEW MAIL

GETS THERE JUST THE SAME!

Wheelmen are not *non-compos* and are not misled.

The New Mail is bought so largely because it is known to be First Class and has a record. It has the testimonials of such riders as W. T. Murphy, who rode one New Mail ordinary over 12000 miles in two years, and of Albert Beers, who rode a New Mail Safety over 8000 miles in one season, winning on it the Road Record of 1889, and the awarded medals are now in our windows on exhibition. The New Mail has the Diamond Frame, the accepted Standard of form, as it gives additional strength with lightness. The front wheel of New Mail runs as true as an Ordinary.

SURELY SEND FOR CATALOGUE AND SEE IT.

WILLIAM READ & SONS, - - 107 Washington St., Boston.

ESTABLISHED 1826.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE WHEELMAN COMPANY,

Incorporated under the Laws of Massachusetts.

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

For advertising rates address either the WHEELMAN CO., 12 Pearl Street, or NEUMANN BROS., 118 W. 19th Street, New York.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the Wheelman Co.

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 25 APRIL, 1890.

THE use of the safety for military purposes has been exciting a great deal of attention abroad during the past three years, and especially in England.

The first experiments were made in England, during the regular annual Easter evolutions of the British volunteer force, in 1887, under the direction of Col. Savile. The success of this initial trial was such as to encourage the government to repeat the experiment in each succeeding year, and as a result of the outcome of the 1887 attempt was the formation of the Twenty-sixth Middlesex R. V. Cyclist Corps, since followed by the formation of similar corps in different parts of the Kingdom.

These 1887 evolutions caused much comment and created rather a false impression as to the limit of the cycle's usefulness in war, as will be seen from this excerpt, taken from the English *Cyclist:*

"Indeed, for a while, not only the cycling public, but the great British public themselves seem to have gone a trifle mad upon the subject, and discussions anent the possibilities of the cycle-mounted soldier ultimately supplanting cavalry were common. Indeed, these curious hallucinations and misconceptions as to cycular possibilities affected even the military mind, for at Aldershot we can recall a series of absurd trials, during which men were asked to ride machines down precipices, across rough common land, at huge balks of timber, and even to drag them through the canal by the aid of a length of clothesline."

While the most sanguine and practical advocates of the use of the cycle for scouting purposes of course saw the fallacy of encouraging these extreme expectations, they still persisted in adhering to the claim that these cyclers as mounted infantry would prove to be a most valuable adjunct to the volunteer and regular forces, to act as scouts and rapidly moving skirmishers.

For work that requires swiftness and stealth, and where the roads and highways can be used, they far excel the cavalry. It was absurd to suppose that cycles could be used in charging, to take the place of cavalry or in cross country riding, but in making rapid and silent movements with small bodies of men the evolutions of 1888, '89 and '90 have proven that a cycle corps of the British volunteer force will hereafter be a permanent and most valuable arm of the British home forces.

The single safety is of course almost invariably used, though a few of the men rode tandems. The tandem is not so good, as in case of a catastrophe to one of the riders the survivor would have a heavy, cumbersome machine to handle.

The men of these cycle corps are lightly clad, the accoutrements, arms and ammunition are carried on the wheels, and can be instantly detached for use. On the wheels also, are carried the usual camp kits. Thus lightly clad, lightly armed and well mounted, these cyclers are able to move from one spot to another quickly and silently, and when dismounted for scouting or fighting they are enabled to move over the broken ground with a rapidity and freedom that the heavily armed and accoutred infantry man could not hope to equal.

At the present day we in America cannot expect to see the "cycle in war" utilized here as it can be in Great Britain, but in the "Tight Little Isle" it will become one of the most important branches in the volunteer home defence, and the "utility of the cycle" is still further proven.

NIAGARA FALLS AND LEAGUE MEET NEWS.

In my letter of a few weeks ago, in which I attempted to describe something of the beauty and grandeur of Niagara and assured all wheelmen who would be so fortunate to attend the League meet at that place in August, that it would be an occasion they would never forget, I find that through an oversight I entirely omitted saying anything about our dear beloved lady riders. Since the aforesaid letter was written we have received many letters from ladies all over the country, asking if their presence would be acceptable, and what provision had been made for them. As yet nothing definite has been said or done, but I can assure them all that we will take great pleasure in placing them in the front ranks of the parade, and every attention will be paid them while here. I will say, "come all ye ladies and bring another one with you."

Shortly after the L. A. W. decided to hold the '90 meet at Niagara an article appeared in the WORLD written by the Secretary of the Ottawa Wheelmen, stating that inasmuch as Niagara had been the place selected, and owing to its close proximity to Canada, he suggested that the C. W. A. unite with the L. A. W. and hold its meet and races together, thus making the largest gathering of wheelmen ever known. Accordingly the Secretary of the Niagara Falls Bicycle Club was instructed to extend an invitation to them. At the meeting of the Executive Board held at Toronto on April 7th, the applications of the several clubs were read, and Niagara Falls was not considered; the meet will be held at Ottawa on June 30th to July 2d. We wish them all manner of success, and hope to see a large representation at our meet in August.

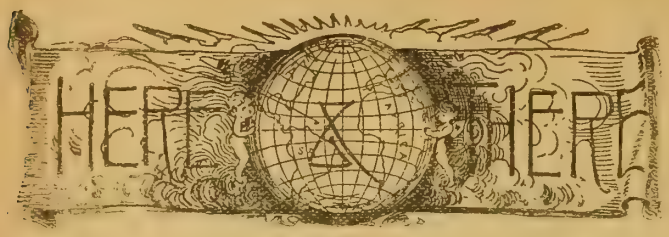
Almost every week we notice in the different cycling papers, that some club or another intend touring to Niagara Falls at the time of the meet, and ask for information regarding roads, etc. We are desirous of communicating with any such clubs, and will be glad to give them any information they may wish, by addressing A. W. McBean, Secretary.

Circulars have been sent to the various clubs of Western New York and Canada, urging the formation of a road racing team in all of the clubs to compete for an International prize sometime during July. It is the intention of the promoters to make it an annual event, committees from the different clubs will meet to decide the number of men, distance, prizes, etc. We hope the scheme wil materialize.

A special meeting of the club will be held on Monday evening, when all of the different committees for the League meet will be announced.

"KISMET."

Niagara Falls, N. Y.



NEW YORK.

"HAWKSHAW."

THE Elizabeth Wheelmen are not the energetic club that I have always heard them credited with being, if they do not carry their war against the Glaser thugs to the bitter end. It is high time that such individuals as the Glasers are taught a lesson in the only way that such individuals can be taught anything, i. e., by mulcting them a good round sum for damages, and, if possible, adding thereto about thirty days' residence in jail, to enable them to get it through their block heads that they do not own the entire world and New Jersey besides. The average every-day, two-for-a-quarter road hog is bad enough, heaven knows, but when they go further and assault wheelmen, as the Glasers did, then they should be brought to task. I sincerely trust that this affair will not be allowed to go unpunished, and think that in their fight the Elizabeth Wheelmen should receive the encouragement and aid of the New Jersey State Division, L. A. W., in every way that it is possible for that body to help them. Remember, Elizabeths, the eyes of the cycling world are upon you, and we expect to see you show that their really is such a thing as "Jersey justice."

"WHEN the devil was sick, the devil a monk would be, but when the devil was well, devil a monk was he," is an old, trite and true saw, and I have used it before in this column and to illustrate very nearly the same phase of affairs that I am going to use it for now. How often is the question asked by non-League members, "of what good is the L. A. W., anyway?" and yet how often do these same gentlemen get into some difficulty with individuals, corporations or officials, and at once will answer their own query by running to the L. A. W. for succor or advice! Then they at once wish they were members, and sometimes actually join, expecting that the League will at once take up their cause for them, even though their injury happened them when they were not members of the organization. I don't like to get off that old cry of "I told you so," but really I can hardly refrain from doing so, when such a state of things comes around. Recently a New Jersey town passed some sort of an ordinance forbidding wheelmen to ride upon the sidewalks, and proceeded to enforce the same. As the roads in this village are but wagon trails through the sand, this ordinance meant the total extinction of wheelmen within the town's limits; forthwith great was the howl that ascended from those who owned or rode cycles, and they came together to consider what had best be done in the matter. Well, they protested, and they protested fervently and hard against the ordinance, and that's about all they did or could do. In that meeting of wheelmen perhaps there was not one who was an L. A. W. member, or who had not in some time gone by declined to join it, because he couldn't just see what good it did him personally, but do you think any of these gentlemen are asking now, "What good is the L. A. W?" Oh, no, they know exactly the benefits that unity, discipline, and organization give to any body of men, and they see now that in their hour of prosperity that they failed to prepare for the one of adversity that came, and they know not what to do or whom to appeal to. I do not say that had they been members of the L. A. W. that it would have taken up their fight for sidewalk privileges, because I do not know that it would, but I do say that if they have or had any rights thereto, that it certainly would have seen that they were not defrauded of them, and they would have had competent authority to consult and advise with, that would be worth many times the $1 per year they paid. To return to the adage at the beginning of this item though, I guess the devil is pretty sick down there in that New Jersey village, and wants to become a monk very bad just about now, because I see that some fifteen wheelmen from there have suddenly discovered that the L. A. W. is a pretty good sort of a thing, and have sent in their application for membership to it. Next!

How many of us who have reached the stage of our lives where the hair on the top of their heads has become a thing of the past, can look back to our younger days when our beloved mothers or our detested family practitioner prescribed for our juvenile ailments some of his noxious drugs in the shape of pills of one sort or another, and how the taking of them was usually preceded by a flogging because our junevile stomachs and throats rebelled against the distasteful and bitter pellet! Finally, however, a smart man thought it would be a good scheme, and please all hands, if the pills should be made pleasant to take, and he forthwith sugar-coated them, and to the younger generation his name should be blessed. In the same way the inventors of to-day seem to be aiming at disguising labor as play, and in many cases are indeed successful. The latest instance of this kind emanates from Chicago. Perhaps there is nothing so unlike play as carpet sewing, in fact carpet sewing and playing are as far removed from each other as the two poles, and the man or woman who has done a day's work and sewed eight yards of carpet don't feel as though they ever would want to play again. The inventor knew all of this, and what has he done but proceeded to use the greatest of human energies, that of a small boy and a bicycle, to do this sewing. A juvenile rider is mounted upon a kind of quadricycle and propels it along the carpet to be sewed, while an electrical attachment to the vehicle rapidly sews the material together. The inventor claims that with six boys and two of his machines he can accomplish an amount of work equal to that now done by three hundred girls, and have it of a superior finish to that done by hand. This is indeed carrying the sugar-coating principle to an extreme, and will be the means of making many juvenile riders, since mothers who have heretofore seen nothing but expense to be derived from the cycling tendencies of their boys will now encourage them to become riders, with a view of taking out the payment of their investment later on, when they mount them upon one of these new fangled machines and make them sew the family carpets. If any boy wants to get a bicycle now is his chance. Justlet him cut this item out and paste it in the top of his mother's bonnet, and when she thoroughly understands it—if she ever does—she will at once get him a bicycle—perhaps.

PORKOPOLIS NOTES.

"STAR."

RICHARD T. ELY, in the April *Century*, throws a calcium light on the growing evil of Sunday labor. Twenty-five or thirty years ago few Cincinnatians except policemen, firemen and bus drivers were on duty on Sunday. Now, however, the number of those who labor seven days a week is not only astonishingly large, but is rapidly increasing. Frequently, in recommending to a pale, anæmic and debilitated individual the use of a bicycle, and depicting to him the many delights of a Sunday ride into the country, where he could breathe an abundance of fresh air and allow his weary eyes to drink in the beauties of the scenery, I have been met with the reply: "Yes, I would no doubt enjoy it and be benefitted as you say, but then I am a barber, or a grocer, or a tailor, or a dentist, or a photographer, or a confectioner, etc., and am obliged to remain at my place of business until two or three or four o'clock every Sunday afternoon, for if I do not my patrons will soon go to my neighbor." If something is not done to check and remedy this evil we will soon get to that point where we will be compelled to toil without intermission for three hundred and sixty-five days in each year, and will then be worse than slaves. Mr. Ely tells how the barbers of Baltimore combined and secured the passage of an ordinance closing barber shops on Sunday. This might also be done elsewhere if those concerned could be prevailed on to wipe their glasses so that they might clearly discern what was to their own interest.

IN a recent discussion with a Methodist minister, on the subject of Sunday riding he said: "If you would only go to church in the morning and do your riding in the afternoon it would be all right, but this thing of devoting the whole day to the sport is all wrong!" I endeavored to show him that it was not so much the exercise as it was the recreation that we were after, and that afternoon rides soon degenerated into scorches which wearied without refreshing the rider, whilst by starting out in the morning and reaching our destination before the heat of the day, and not starting on our return till after several hours' rest we derived the full benefit of the ride. He took the ground that a man's spiritual welfare was paramount to his physical condition, and perhaps therefore my arguments did not carry conviction.

A PHYSICIAN said to me not very long ago that he was opposed to cycling because it was so often overdone. Well, said I, I suppose you have ceased prescribing antipyrine for the same reason? Oh! said he, that's different.

THE water famine has been attributed to the organization of the "Porkopolis" Wheelmen.

CHAS. HANAUER has offered a gold medal for the wheelman of the Three Cities who makes the largest mileage between May 1 and November 1. It may fall to one of the Crescents provided Chief Consul High does not compete.

THE combined run continues to be discussed Captain Andrew Hanauer, its projector, is very sanguine of its being a decided success. He argues that as we now have eleven clubs there should be no difficulty in getting an attendance of at least 200. Several clubs have already expressed their intention of participating.

ANOTHER new club was organized last week. It is called the Ramblers, and Dan McCarthy is its President. They have adopted a black uniform including a black silk shirt, and of course will ride enamelled wheels. As every new club in this vicinity is immediately nicknamed they will probably be called the Ravens. They have limited their membership to fifteen. They do no not believe in scorching, and are a set of good fellows who propose to enjoy themselves. They will be a League club with all that that implies. "What's the matter with the Ramblers?"

MR. POORMAN'S riding school for ladies continues to be well attended. Quite a number of ladies have learned to ride, and a ladies' club in the near future is not at all improbable.

CHICAGO.

"THE STROLLER."

SOME of the wheelmen who attended the Oak Park Club's dramatic entertainment from this burg came back with a grievance, and aired the same in the columns of our local cycling papers, in a very enterprising and manly way. The parties referred to were aggrieved, doubtless, because no delegation of leading citizens met them at the depot with a coach and four to escort them to the hall, or perhaps because they were not given the freedom of the town, and by reason of this neglect on the part of the Oak Parkites they accused them of being uncivil in their treatment, chilly in hospitality, etc., etc., when there was no occasion for it at all, as the Oak Park Club sent invitations to all the clubs to be present at this entertainment, stating the price of admission, and that the fund so obtained was to be used toward building a club house. Those who went seem to be very well satisfied with everything, except the half dozen, who, one would think, expected a free pass into the entertainment, and disappointed in this came back and kicked; not for any particular reason, but just simply because they like to kick on general principles at everything.

ANY wheelman, or body of wheelmen, when in Oak Park, may be sure of courteous treatment by the wheelmen thereof, and the latch string is always out at their club house, in spite of all roasts to the contrary.

I NOTICE in your column of fixtures that July 4th the Chicago Cycling Club race meet is to be held. I think this is a mistake, as I have heard nothing of it. The Chicagos wanted the State Division meet held here at that time, but failed to get it, and failing in this will hardly have a meet here on that day, much as they might like to.

THE second annual Cycle Tournament and Exhibition is announced to take place in the Exposition Building here, under the management of the *Referee* and *Bearings*, June 2d to 7th, and will be for amateurs only this year. With the success of last year's tournament this one ought to be far more so. I understand that all the cycling clubs will assist the promoters in their enterprise, and that the prizes this year will be of the finest.

OUR Pullman road race this year bids fair to eclipse them all, in prizes, entries and interest taken in the same by the public at large.

BETS are being offered here that Van Wagoner will not be able to reach here in ten or even twelve days by wheel. I think when he strikes into Indiana that he will find the walking pretty fair. I have been there. Never mind, Van, you will have plenty of pacemakers into Chicago, and I hope you will succeed in your undertaking, but I doubt it.

CLUB runs were numerous here Sunday, the fine weather of the week past putting all roads in a fairly good condition, Pullman, Oak Park and Blue Island being some of the objective points.

EDITOR BARRETT, or "Gentleman George," is engaged on a literary work bearing the suggestive title of "What I 'Knode' About Wrestling; or Lost, a Handsome Gold Medal," so his colleague, Root, says.

NEW JERSEY NOTES.

"NITRAM."

NEW JERSEY is in Racing District No. 2, with New York, and soon the arrangements for the preliminary meets will be made. In this connection I want to say that I do think it would not be just to the flyers to hold the races on a dirt track like the one at Plainfield, as it would in all probability result in the defeat of the fast men and the victory of the strong men, thereby debarring the fast men from the National Championships. The committee in charge of the racing at the meet decided after giving the matter due consideration, to have the races run on the track of the New Jersey Athletic Club at Bergen Point. The races will be the wind-up of the Division Meet, and will be run on the afternoon of Saturday, May 31st. A special train will be chartered to run from Plainfield. The loss of time will be very slight, as it is only about half an hour's ride. I am informed (and correctly too) that a grand treat is in store for those who attend the theatre party to be held in connection with the meet, as it will be a first-class affair, and will be purely amateur. It will be under the management of Mr. Elliott W. Johnson, and is styled "The Hudson County Wheelmen's Amateur Minstrel and Vaudeville Combination." During the winter this "Company" has played to crowded houses in Jersey City. The price of tickets for the theatre party will be $1, 75 cents and 50 cents; the price of tickets for the banquet has not yet been settled. Each club will be asked to notify the Committee in charge how many tickets they will require, as it is very important that the tickets should be disposed of early to avoid the rush and complications liable to arise if the sale of tickets is left to the last minute. Everything in connection with the meet is moving along nicely. About the 15th of May a handsome souvenir programme will be sent to each member and when it is received let me suggest that its contents be carefully read before attending the meet.

IN my notes last week I omitted to state that Mr. A. F. Calkins of the Elizabeth Wheelmen was one of the wheelmen concerned in the fracas with the Messrs. Glaser. He stood by his friends through the whole of the assault and did all he could to assist them.

AN adjourned meeting of the Board of Officers of this Division was held on Tuesday evening, April 15, at the club house of the Elizabeth Wheelmen. At this meeting considerable important business was transacted relative to the Division Meet to be held in Plainfield on May 30 and 31st. Dr. Benedict, Chairman of the Road Book Committee, stated that the new book will surely be ready for distribution by May 1st. The following resolution was passed by the Board: Resolved, "That it is the opinion of the Board of Officers of the New Jersey Division, that as road racing is illegal and detrimental to the cause of wheeling, that wheelmen are requested to refrain from holding such races in New Jersey."

THE West Jersey Cyclers of Camden at a recent meeting decided to adopt the L. A. W. uniform for their Club. I understand a large percentage of the wheelmen from lower Jersey are already making plans to attend the meet at Plainfield.

MR. A. A. ZIMMERMAN of the Freehold Cyclers and New Jersey Athletic Club, won second place in the Eastern Championships at Boston, on April 12th, in the standing broad jump and second in the standing three jumps. In the latter he came only 1 1-4 inches from the world's record.

NEWS AND COMMENT.

TRAINER CORCORAN is now at Yale College, and is hard at work on material to compose a college team. He speaks well of the personnel of the racing men, and is sanguine that they will be heard from in many of the coming race meets. He also reports that the New Haven Club men are working like beavers to make their big tournament on June 9th a great success, with everything in their favor.

THE New Haven (Ct.) Bicycle Club have offered a very handsome silver shield, as a prize to be contested for by Harvard and Yale in a team bicycle race, at their meeting on June 9th. The matter is under the consideration of the athletic associations of both colleges at present. Harvard has sent a challenge to Columbia for a bicycle race similar to that recently refused by Yale.

THE Pine Tree Wheelmen, of Portland, Me., had a trial road race last week, to determine on the material to make up a challenging team. The distance is given as five and one half miles, and resulted as follows: H. M. Breen, 28m. 12s.; E. B. Davis, 29m. 50s.; W. E. Tobie, 30m. 26s.; E. G. Scully, 32m. 30s.; W. Merrill, 33m. 15s.

A SLIGHT change has been made regarding the dates of the Gassler-Brinker races. The first, the quarter-mile, will be run on June 11th, at Niagara Falls; the second, the one-mile, at Buffalo; and the third, half-mile, if necessary, ground to be selected by winner of the second. Gassler is in training on the Berkeley Oval at New York, under the care of Levi Troy.

TOM ECK has on hand a scheme to establish a large athletic garden in Minneapolis, Minn. The *Times* of Minneapolis thus describes the plans: "In the garden will be a one-third mile cinder bicycle track, and a similar sized dirt track for horse racing. This will allow for the racing of horses and bicyclists togther, as is often

done. The dirt track will also be used for a training track for ladies who desire to become proficient horseback riders. On the interior of the track circle will be a 125-yard sprinting path. A grand stand will be built within the grounds, and the club house will be fitted up as training quarters, etc. Once a year a bicycle 'Derby' will be held, either amateur or professional, which will be conducted the same as the running 'Derby' in England. Everything is free except grand stand privileges. This bicycle 'Derby' will be open to every bicyclist in the country, and will undoubtedly bring a great many strangers here, as liberal purses and prizes will be hung up. The park will be a stock concern, and a certain number of shares sold at $25 each."

THE Rockland, N. Y., County Wheelmen will hold a race meet at Spring Valley, N. Y., on Saturday, May 17th. There will be seven races on the programme. Handsome medals will be awarded to the winner of each event.

THE following appears in the court news of the Boston *Journal:* "Thomas G. Fowler vs. City of Boston. Action of tort to recover damages for personal injuries received by plaintiff, who was thrown from his bicycle on South street, West Roxbury, in consequence of the alleged defective condition of the street. The defence is a general denial. Verdict for defendant. H. Dunham for plaintiff; T. M. Babson for defendant."

NEXT Monday, the 28th, the brothers, Messrs. Dexter H. and S. Walter Rogers, start from Milbury, Mass., on their tour across the continent. They are members of the Wanderers' Club of Milbury, and are also League members.

ON North Main street, Providence, one evening last week, a horse, driven by John Irish and Joseph Goldsmith, ran down a small boy seated upon a bicycle. Both boy and machine were found under the wagon. The little fellow was badly frightened but not hurt. The bicycle was completely demolished. The boy was propelling the machine close to the curbing, and was entirely blameless for the accident. As if the two men had not already done enough to imperil the boy's life and limb, to spoil his wheel and evening ride, Goldsmith turned round to him after the catastrophe, and is reported by witnesses of the collision to have said: "—— d—n you; you ought to be killed, if you will ride such a thing as that in the street." The boy was too young and too badly frightened to make reply, or assertion of his rights. A sympathetic shopman, however, consoled the boy by informing him that he had just as much right on the street as Irish and Goldsmith.

THE Peaquag Cycle Club is the outgrowth of the Wethersfield (Ct.) Wheel Club. It is organized under very strict rules. No games of chance allowed, no intoxicating liquors, no smoking at club meetings, and the club rooms will not be open on Sundays. The paper from which we take the above points then naively remarks as to the strictness with which these rules will be enforced: "Anyone having any doubt as to the enforcement of the rules will, on application to the President, be given a key to the rooms, where they can see for themselves how matters are conducted."

A TELEGRAM received as we are going to press informs us that a large consignment of Psychos on steamer City of Berlin have been seized by the Government in New York.

MRS. THOMAS WINDLE, the mother of Will W. Windle, rides a safety.

THE Toronto, Canada, road scorchers want to try conclusions with a team composed of riders from the United States.

THE Bloomington, Ill., Bicycle Club and other wheelmen of that city, are actively at work on a scheme to get the Illinois Division of the League of American Wheelmen to hold its annual meeting at Bloomington on July 4th next.

THE following remarkable production was sent to a gentleman in Scotland who advertised his wheel in the *Scottish Cyclist*, and that paper prints the document *verbatim et literatim*:

March th9

"Sir I write a few lines to you that if you would sale your Bycile to me because I am after getting and I would pay her as soon as I got her you could set her and if you couldin set her you could set her with the train and i get her at the brigodin station and i would pay the Carriage of her and if your fear come out we her set the price of her money Before hand or money after oney you like write a letter and let me now about her i could do without it for a month yet let no write."

As a kind of sequel we may add that after the owner of the machine had "set her," it was found that the writer of the above would "have to do without her" for a little more than a month, as he was blessed with more humor than cash, and the "bycile" is still in the market.

WE learn that Mr. Ewalb Schmidt, who is put down in the L. A. W. road book as official cycle repairer for Danville, Ohio, is lately deceased. He died March 11 of Bright's disease.

THE Newport (Ky.) Bicycle Club entertained a large delegation of friends one evening last week with a sumptuous banquet at their club rooms on Fourth Street. The rooms were handsomely adorned with tropical plants and flowers while the walls were profusely decorated with bright banners and bunting. The menu presented was prepared by a leading *chef* of one of the principal hotels of Cincinnatti. The toasts of the evening were drank in Mumm's Extra Dry. Vocal music and recitations were next in order and the talent displayed on this occasiou was brilliant and received the worthy recognition it deserved.

CONSUL, *not* Counsel, as we often hear League members pronounce C-o n-s-u-l. We have often wondered how apparently well-informed cyclers could make such a blunder in pronunciation, but when a "Public Educator" like the *Journal* of Kingston, N. Y., prints the word Counsel four times when it should have been printed Consul, then we think it time to call attention to the fast growing idiosyncrasy, if we may call it so.

A CORRESPONDENT from Minneapolis, Minn., sends the following interesting item: "I am pleased to say that the bicycle thief who has stolen so many machines in the last two years is at last behind the bars and quite a number of the machines recovered, some of them having been taken over a year ago."

LAST Tuesday the St. Louis Cycling Club held a very enjoyable sociable at its club house, 2712 Pine St., St. Louis.

THE members of the Cincinnati Ladies' Bicycle Club "will wear a riding dress almost the counterpart of the Mabel Jenness "horseflesh" riders' habit. Divided skirt, tight-fitting waist, a "dandy" little cap, perfectly fitting high boots. And this last is an all-important item, for the foot is very conspicuous on the rider of the metalsome metal horse." So "Katinka" tells us.

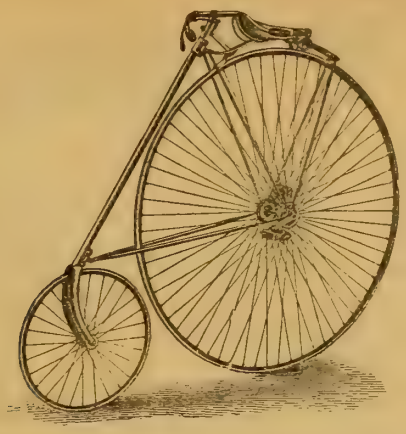
THE Canadian Wheelmen's Association met at the club house of the Toronto Bicycle Club, Toronto, last week, and decided that the annual meet this year should be held at Ottawa, the dates being June 30 and July 1. The racing rules were revised, the special committee deciding to abandon the tricycly championship races and divide the Dominion championships into ordinaries and safeties. In the former class the events will be one and five miles, and in the latter the championship race will be one mile. Safeties are prohibited from competing in races with ordinary machines.

THE Providence *Journal* prints a large map of Rhode Island showing suggestions of locations for the proposed system of Improved State Highways. That paper in alluding to the map says: State Roads Improvement is not a scheme for the pleasure of the rich but for the benefit of the whole community, and more particularly for the farmers and all who use the roads in their daily work."

MR. C. H. PLUMB of Washington, D. C., sends us the following incident illustrating the innate courtesy of the southern gentlemen towards the fair sex: "On one of the many pleasant cycle trips enjoyed by my wife and myself during the past winter, we had a little experience which impressed me with certain traits of gallantry so invariable in southern men. My wife and I were standing in front of a hotel waiting for our wheel when we were joined by a young gentleman who had noticed the L. A. W. badge worn by my wife. He introduced himself as the local Consul of a certain city and as he was riding we invited him to join us. Our friend proved an excellent and most charming guide and he made the ride very interesting. On the top of one long hill I remarked that he had better take the coast and we would follow. He looked up in surprise and taking off his cap politely said: "I could not be so ungallant as to coast ahead of a lady." True enough, he could not be prevailed on to take any of the splendid coast ahead of us and thus actually spoiled his own sport. This courteous action was strangely refreshing for how many men are there in other sections whose chivalry would have prevented them from taking a coast even if they ran ahead of a dozen ladies?

A CORRESPONDENT from Sheffield, Ala., writes us: "The Sheffield (Ala.) Bicycle Club was organized on the 10th of this month. The club starts out under very favorable circumstances, having fifteen members on the roll, all of whom own and ride bicycles. Our favorite run is to Florence, Ala., about four miles from here on the opposite side of the Tennessee River. We enjoyed a pleasant run over there last Sunday. Several of the Florence wheelmen met us and escorted us over the city. As yet Florence has no club, but our frequent visits there is creating considerable enthusiasm, and I have no doubt one will be organized very shortly. All the members of the Sheffield Club intend joining the L. A. W.

"I FIND an excellent suggestion in some arguments of a deputation of Troy laundry girls who appeared before a legislative committee to protest against convicts doing laundry work at prices



WHY IS IT?

THE question has been often asked during the past winter, Why is it that the riders who own **Eagle Machines** ride them regardless of the condition of the roads, and apparently ride with ease in the streets when the mud is several inches deep? Also, why is it that the riders of the "Ordinaries" and "Safeties" are so little seen at such times?

The answer is very simple. The **Eagle** is the **only** bicycle in the world on which the weight of the rider is entirely carried upon one large wheel. The "Ordinary" drags a small wheel which carries at least one third of the rider's weight, and could not be expected to run very freely in either mud or sand. The "Safety," with its two thirty-inch wheels, is still worse off when it comes to soft roads, and is sure to flounder when it strikes sand.

We do not wish to infer that the "Eagle" rides in mud and sand with such ease as to make snch roads preferable to asphalt and macadam, but it is certainly an undeniable fact that it runs easier under such circumstances than any other cycle that has yet been put upon the market.

Any kind of a cycle with ball bearings will run easy on asphalt pavement, and if you always intend riding upon such pavement it does not matter much what style of a wheel you ride, but if you wish to ride on the roads it is best to buy the wheel that will make road riding the easiest, and that wheel is undeniably **the Eagle.**

SEND FOR THE "EAGLE" MILEAGE BOOK.

We think it is just what you want. It is arranged to keep account of the distance ridden each day in the year; it will go in your vest pocket and, best of all, it will not cost you anything.

CATALOGUE FREE.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

Speaking of Spring Frames.

How much cord wood could a man saw with a SPRING FRAME BUCK SAW, as compared with the man who uses the Saw with a proper frame?

ROVERS are built WITH proper frames.

We handle five styles, ranging in weight from 38 to 48 pounds. They all start from the word go, and get there.

See Our Catalogue before you buy a Bicycle.

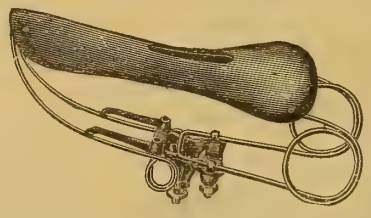
THE JOHN WILKINSON CO., Sole Importers,

55 STATE ST., - - CHICAGO, ILL.

What Is by No Means

The Least of the Good Points contained in the AMERICAN RAMBLERS

IS THE



RAMBLER SADDLE

with which they are fitted, and which we believe to be THE

THE MOST COMFORTABLE EVER PLACED ON A SAFETY.

To produce it, we tested and discarded every saddle known to the market, and a number which had never been shown for sale. It has two elastic springs, the forward one being lighter than the rear one; both are capable of independent downward movement, but the forward one is prevented from any upward and backward movement that the straining of the leather might cause. The rear one is arranged in a manner admitting of its adjustment to change the leather's tension. The saddle has a black seat portion of leather specially curried for this use, and containing exactly enough material to insure its softness and durability,-with no excess of lubricant. The best portion of the hides only is used in the saddle, and this is thoroughly stretched and strained to prevent alteration in later use. The shape is one adopted after exhaustive experiment. The seat portion is made 13, 11, and 8 inches in length; the former is much used **for hill climbing,** as it enables the rider to take a position forward or rear, as desired, the medium size, however, is always furnished unless otherwise indicated. The shorter one is fitted with a lighter spring, and used **on ladies' bicycles,** and for such is positively without an equal.

GORMULLY & JEFFERY MFG. CO.,

New England Branch House:
178 COLUMBUS AVENUE,
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ruinous to honest labor. A similar grievance has been presented by many different trades, but this deputation advised a good substitute and remedy; namely, that convicts should be set at work repairing the public roads. I doubt if any better thing could be suggested on this subject. The roads need improving, need it grievously, and there is unlimited work of that sort to be done. There is in this no competition with any trade. Moreover, good public roads are a great public benefit. They bring people so much nearer to market, to church, to school, to railroad, to library. They cheapen the cost of production and marketing, enhance the value of property, popularize summer resorts with city visitors. Every one knows that a bad road of a mile is practically as long as a good road of five miles, and much less inviting. Let the convicts make good, stone-filled roads on the main lines of travel, and, while it will add to general prosperity, comfort, and intelligence, it will give the convicts healthy outdoor work and a chance to profit by Nature's silent preaching."—*Christian Union.*

Our readers will do well to arrange their vacations so that they can attend the annual League meet at Niagara Falls on August 25, 26 and 27,

The Harvard University Cycling Association hopes yet to receive an acceptance from Yale for a team race. The Association has challenged Columbia, and possibly they may challenge the Boston Athletic team.

W. W. Taxis, A. C. S. N.; J. H. Draper, Pennsylvania Bicycle Club; D. R. Perkenpure, Oxford Wheelmen; J. K. Osborne, Mt. Vernon Wheelmen, and J. H. Hazleton, Columbia Cyclers, are the entries so far for the Philadelphia *Item* five mile championship road race, on May tenth.

Paterson, N. J., bicyclists have organized as the Paterson Wheelmen. It was decided to adopt the uniform of the League of American Wheelmen, but the question of a formal alliance with that body was postponed.

Class of New York is said to be training with W. W. Windle on the former's private track at Milbury, Mass.

"Teddy" Mayes, the English crack, will race no more. He has retired and sold out his steed of racing wheels.

"The Maryland Club's (Baltimore) donation party was a glittering success. There was a big attendance and plenty of music, plenty of dancing and general good cheer. The donations were liberal and will be supplemented by the contributions of many prudent ones who delayed sending anything until it could be seen what the earlier contributors had overlooked. A glance over the things already sent revealed a dining table, a cricket bat, cups and saucers, a foot ball, napkins, a cook stove, a bath tub, a boiler, pots and pans, tableware of all sorts, pictures and lots of other things, among them a cradle, perhaps intended to give those who will carry the country club to success proper appliances for bringing up the infant." —*Exchange.*

VAN WAGONER'S RIDE.

Promptly at noon on Sunday last, W. Van Wagoner mounted his wheel in front of the Tremont House, Boston, and in the presence of a large number of friends and curious spectators started on his long trip to Chicago.

Among the wheelmen who started with him on the first sprint were his clubmates of the Rhode Island Wheelmen, Messrs. Smith, Hutchins and Rand, and also E. C. Anthony, Taunton's great road rider, Dave Drummond, of Boston, and the World's representative. Out over Beacon street the party sped at a hot pace, and along the route to the Reservoir they were joined by parties from the Roxbury Club, the Charlestown Rovers and the Somerville Club. At the Reservoir a large number of cyclers had gathered, and they gave Van cheers and bugle blasts as he swept along, convoyed by his plucky companions. At Newton the wheelmen began to lag behind, and by the time the Falls were reached only a few of the fast ones "cared" to keep along. At Wellesley Van was left alone, and his few companions left him with cheers of encouragement and wishes for good luck.

The distance to Chicago is about 1100 miles, and Van Wagoner intends to try and cover the distance in ten to eleven days, and he has arranged for checkers to meet him along the route and verify his claims. The chief places he will pass through are Fitchburg, Troy, Schenectady, Buffalo, Detroit, etc. At the latter place he expects escort all the way into Chicago.

We received the following postals, which up to going to press are the last we hear of him:

Fitchburg, April 20.

Got here 6 P. M. Rode 51 1-16 miles. Roads good but very dusty. Start to-morrow for Greenfield for dinner. "Van."

Shelburne Falls, April 21, '90.

Rode 60 miles. Roads very dry, hilly and in general bad. Machine and I in good shape. Meant to make North Adams to-night, but no good stopping place between here and there. "Van."

"HICKORY HALL" IS DEDICATED TO THE LADIES.

It was a question in the minds of many whether the unique invitations issued by Sterling Elliott, to attend the dedication of Hickory Hall, were *bona fide*, or "one of the Elliott jokes." Investigation proved them to be *bona fide*, and so some two hundred or more ladies and gentlemen well known in the wheel world gathered in Hickory Hall, on Friday evening, April 18th, to dedicate it to its intended purposes—a riding hall and instruction room for those ladies who are in the novitiate of cycling.

The North Shore Tourists were out in full force, and the Middlesex Club was well represented. There was a large preponderance of ladies, for Mr. Elliott is one who believes in doing all he can to promote riding by the wives and daughters of men.

It was to be expected that the programme would be unlike that of an ordinary occasion, and this expectation was gratified. At one time Mr. Elliott remarked: "I don't want you people to think this affair is intended as an advertisement of my business," when a shower of hickory nuts rained down upon him from some unknown source up among the rafters. Mr. Elliott is a firm believer in hickory, you see, and he was not inclined to use chestnuts to indicate the staleness of his remark.

The Ogden Concert Company furnished vocal and instrumental selections, which included a violin and a cornet solo.

Mrs. Dr. Southwell presented an original sketch, in which a Japanese maiden told of bicycles in general and the hickory bicycle in particular, and narrated her experiences as a rider of the same.

Miss Maud Brown, of Chelsea, read "The Modern Lochinvar," by Will Carleton.

Mrs. Hopkins introduced Mrs. O'Grady in an original sketch. Mr. Elliott limited the lady to five minutes, and in order to keep within the limitation Mrs. Hopkins wore a large clock "warranted to go five minntes in three quarters of an hour," and by this she timed herself and got even with the manager.

Mr. Abbot Bassett was down on the programme to sing "White Wings," but he did not come forward. Several people refused to attend if this number were carried out, and Mr. Bassett was bought off. The choir sang, "Let Those Refuse to Sing who Never Knew the Lord."

Now came an Italian fruit vender, mounted on one of Elliott's Express Cycles, which was loaded with fruit. The pedler sang a little song, and sang it so badly that he was put out of the hall, and the fruit was left behind for the company to enjoy.

Mr. Elliott's "Cycle Tutor" was next introduced. This is a safety bicycle, with an attachment of arms and wheels, made for instruction purposes. A lady can get upon this wheel and learn to balance without fear of a fall.

During the evening Mr. Elliott exhibited a wooden bicycle made by a boy, out in the backwoods of Missouri. It was hewn out of fence rails, with no other tools than a very primitive saw, a jackknife, a hatchet and an auger bit. Mr. Elliott bought the machine and the tools from the boy and encouraged him to learn the machinist's trade, and he is now in a machine shop in the West.

After the formal came the informal. Refreshments were served, and then an hour was spent in social converse. Several ladies tried the "Tutor," and were delighted to find that they could ride a bicycle without falling.

And so we dedicated Hickory Hall. It was an evening filled with innocent fun and unalloyed pleasure. The hostess, Mrs. Elliott, succeeded charmingly in making her guests feel at ease, and all went merry as a cycle bell.

Hickory Hall is for the ladies, and is always open to them to ride, with or without assistance. It is one more agent to multiply the number of lady riders, and as such we welcome it gladly.

Helen Grey.

WHEELMEN WIN A CASE IN NEW HAMPSHIRE.

Editor Bicycling World: The case of Moore et al. vs. Ward, which has just been tried here before a jury, has again been decided in favor of the wheelmen. Ward appealed from the decision of the Police Court, where he was fined three dollars and costs, amounting to about fifteen dollars. The jury sustained the decision of the lower court, finding the defendant guilty of malicious and illegal obstruction of the highway. The case has been postponed several times, and it was the intention of the County Solicitor to throw it out. It was his duty to try the case, but he refused, and the boys employed other counsel. The suit was begun by advice of Chief Consul Bennett and Geo. A. Perkins, Esq., of the Committee on Rights and Privileges, and the expense will be borne by the New Hampshire Division. Wheelmen in this vicinity are beginning to realize that it is an advantage to belong to an organization which

will assist them in such cases as this, and they will know at the next election of county officers for whom not to vote for County Solicitor. CONSUL FOR EXETER.

CHOCOLATIERE OF THE LADIES OF THE PENNSYLVANIA BICYCLE CLUB.

THE unfortunate male who wandered by chance into the precincts of the Pennsylvania Bicycle Club's house on last Saturday afternoon, was not long in discovering that he was thoroughly *de trop*, for the ladies of the club had swooped down upon the place, and holding it by the might of possession speedily converted it into a regular hot bed of pretty feminine gossip. It was one of those sacred and mysterious affairs, dear to the feminine heart, and yclept "high teas." Or, I understand it was dignified with the title of "Chocolatiere"—principally, I suppose, on account of the absence of chocolate. It is certain the venturesome man who first braved the enchanted portals came back with an air of trying-to-find-out-what-it-is; and it is equally certain that it required half a dozen of the infinitesimal affairs—by courtesy termed cups—to give one a taste of what they were supposed to contain. Nevertheless the ladies managed to eke the small proportion of the cups out by a very large share for chatter, and it is but fair to say they succeeded most admirably. Truth to tell it was the most entirely successful affair of its kind in the annals of Philadelphia Cycling Club history—unique in both its inception and execution.

It occurred not long since to a number of the fair dames who honor the organization by their membership, that it would not be a bad idea to hold a little entertainment at the club house from which their lords and masters should be entirely excluded, and although they hoped for some measure of success they did not anticipate the results obtained. Invitations were sent out to all ladies known to be interested in cycling in Philadelphia to attend the reception to be given by the ladies of the Pennsylvania Bicycle Club, from three to five, and it is safe to say that upwards of three hundred ladies were present in response. In the reading room a beautifully decorated table bore light refreshments, which really tasted as good as they looked, and although it seemed a pity to spoil the pretty effects, yet the viands went the way of all things perishable in a marvelously short time. The centre piece was a magnificent basket of flowers—"From the men who were not invited," and it was doubtless in remembrance of their little acknowledgement that the two or three club members who strayed in at the tail end of the affair were treated with so much kindly hospitality. Among the ladies present were members of the Philadelphia Bicycle Club and from the newly organized Fairmount Lady Cyclers, some fifteen or twenty of the latter riding over on their wheels.

The ladies who received were as follows: Mrs. Nelms, Mrs. Detwiler, Mrs. Street, Miss Nelms, Mrs. Chambers, Mrs. Baer, Mrs. Bromell, Miss Goldsborough, Mrs. Levy, Mrs. Riddle, Mrs. Harvey and Mrs. Crowther. "ARIEL"

Philadelphia, April 21, 1890.

DATE AND PARTICULARS OF THE CENTURY RUN, NEW YORK TO PHILADELPHIA.

A MEETING of the Committee in charge of the "Great Century New York to Philadelphia Run" was held on Monday evening, April 21st at the club house of the Riverside Wheelmen, New York City. The following members of the committee were present: Captain W. E. Fuller, Brooklyn Bicycle Club; Captain F. M. Cossitt, Riverside Wheelmen; Captain William F. Murphy, Kings County Wheelmen; and Captain Frank L. C. Martin, Plainfield Bicycle Club. Captain A. T. Rummell, Atalanta Wheelmen, was also present. The resignation of Messrs. Clarke and Coggeshall from the Committee were accepted and the Committee was enlarged from seven to ten members. The following gentlemen being unanimously elected, Captain E. J. Day, Hudson County Wheelmen; Captain F. C. Gilbert, Elizabeth Wheelmen; Captain Robert V. Whitehead, Trenton Wheelmen; Captain A. T. Rummell, Atalanta Wheelmen; and Captain C. W. Dalsen, Century Wheelmen of Philadelphia. The other member of the Committee is Captain L. H. Wise, Long Island Wheelmen. It was decided to hold the run on Saturday, June 14th. The start will be made from the Continental Hotel in Newark at four o'clock A. M. The route will be through Elizabeth, Crawford, Plainfield, New Market, Bound Brook, Somerville, Belle Mead, Plainville, Blawenburg, Hopewell, Pennington to Trenton, where dinner will be had at the Trenton House, thence through Bristol to Philadelphia, where supper and lodgings will be had at the Continental Hotel. I will endeavor to secure an estimate of the cost of this run to those participating, for publication at an early date. It is the intention of the Committee to offer a prize to the club carrying the greatest number of men through the entire 100 miles. "NITRAM."

PROPOSED MARYLAND STATE DIVISION MEET.

THE Board of Officers of the Maryland Division, League of American Wheelmen, held a special meeting last week Wednesday evening and discussed the project of a State Meet. The board is now in direct communication with President Frank Brown, of the Maryland Agricultural and Mechanical Association, and will shortly submit to him a written proposition concerning a race meet to be held at Pimlico, probably some time in June, which will be co incident with the regular event of the Division, and will take the place of the regular May meeting which has been talked of. The Chief Consul, with Messrs. James B. Reed and E. F. LeCato, were appointed a committee to take the matter in charge.—*Baltimore Herald.*

THE MAINE DIVISION MEET.

THE Lewiston (Me.) and Auburn (Me.) wheelmen had a lively and well attended meeting at the Auburn Board of Trade rooms, last evening. Various committees on the State Division Meet, May 30, reported. The local club has another meeting at the same place next Friday evening. Things are looking well for the State League meet. The plans indicate a large gathering, and, among other things, on Tuesday evening a letter was introduced from the Lake Auburn Hotel people indicating that the hotel could be engaged for the day of the meet. A big dinner will be served there, and later a collation or banquet at the De Witt in the evening. The plans at present do not include a ball, for which all the young ladies will be sorry.

MISSOURI DIVISION MEET.

THE following programme has been arranged for the Missouri Division Meet, July 4 and 5:

July 4—Reception of guests; 9 A. M. parade through the business portion of the city to university grounds; 10 A. M., photograph at university terrace; 11 A. M., Division meeting, nomination of officers for the ensuing year; 12 M., dinner on university campus; 2 P. M., races, ten events, for which valuable prizes will be given; 3 P. M., banquet at Powers' house.

July 5—8.30 A. M., runs over the finest gravel roads in the State to Rocheport, Ashland and Moore's lake; 12 M., dinner at Columbia; 2 P. M., hill climbing contest on Broadway hill for championship of Missouri. Participants will be handicapped commensurate with their speed; 3.30 P. M., runs to Moore's lake and to county line on Fulton gravel road; 8 P. M., smoker.

In connection with the League meet a three days' tour will be arranged to start from Louisiana on or about June 30, arriving at Columbia in time for the meet. The tour will be in charge of W. P. Laing of St. Louis, and John Sanson of Kahoka.

CENTRAL PENNSYLVANIA WHEELMEN'S TOURNAMENT.

THE second annual meet of the wheelmen of Central Pennsylvania will be held at Sunbury, Pa., on May 30, 1890. Extensive preparations are being made for the event. A large number of invitations will be issued and a large turnout is anticipated. The programme will likely consist of a run of five miles over level road to Selinsgrove at nine o'clock; returning parade at eleven o'clock. In the afternoon a five-mile road race, a hill climbing contest for the championship of Central Pennsylvania, will be the attraction. Any information pertaining thereto will be furnished on receipt of a stamp by Chas. O. Bigony, president, Sunbury, Pa., or R. J. Wilson, secretary, Mt. Carmel, Pa.

HARVARD UNIVERSITY CYCLING ASSOCIATION.

THE amateur race meet of the Harvard University Cycling Association will be held on Holmes Field, Cambridge, Mass., Saturday, May 10, 1890, at 2.30 P. M.

We append a programme of the events: One mile ordinary, scratch, open; one mile safety, handicap, open; one mile safety, scratch, open; half mile ordinary, handicap, open; one mile tandem safety, handicap, open; one mile ordinary, interscholastic scratch open to all preparatory schools in New England; two mile ordinary, intercollegiate handicap, open to I. C. A. A. A. A. and M. I. T. Three very valuable medals (gold, silver and bronze), struck from special dies owned by the association, will be given in each event A silver cup will be given to the club scoring the most points, to be counted as follows: 1st place, five; 2d, three; 3d, one. In the interscholastic race a silver cup will be presented, to be competed for annually by the schools, at the H. U. C. A. meet, under rules similar to those which govern the Mott Haven games. Special conditions: L. A. W. rules to govern. The tandem safety

race is open to Rover type rear driving tandems *road wheels only*. Any race in which the number of entries shall warrant it will be run in heats. Entrance fee, $1.00 for each event; entries close Saturday, May 3d, at 12 P. M. The right to reject any or all entries is reserved. Fill out the blanks and return with fees to W B. Greenleaf, 41 Weld Hall, Cambridge, Mass. Entrance fees must accompany entries. A large and convenient dressing room will be provided. It has shower baths attached, and opens on a balcony, overlooking the track, and directly opposite the tape.

RHODE ISLAND IS MOVING.

Some few weeks ago we alluded briefly to several bills which were to be presented to the Rhode Island Legislature for the provision of a State Highway Superintendent, State Highway and other methods of a like nature.

We are pleased to hear that the Rhode Island Legislative Highway Committee have agreed to report on the proposed measures favorably. The vote stood six in favor of and two not quite in favor. The friends of the measure are now very hopeful of success.

HOW LADIES SHOULD MOUNT A SAFETY BICYCLE.

(BY STERLING ELLIOTT.)

First, get your safety. If I can be of any assistance to you in making the selection don't hesitate to let me know. If you are entirely new at riding and feel that you want the best wheel on earth, even if you don't know anything about it yourself, you can make no mistake if you consult the advertising columns of the World. This, mind you, is in case you *really* want the *best*. If you want an inferior or even a very poor wheel you can't find it, at least I never saw such a thing advertised, and I read most all the papers, too.

Although this advice as to how to mount a safety is intended more especially for ladies, I have in the cuts pictured the tobacco eating animal, as the absence of drapery gives a better idea of what we are talking about. It is one of the paradoxes of cycling that you must ride a bicycle before you can mouut it. On the subject of "How to Learn to Ride", I have something which I want to say later. At this time I will assume that you already ride and I have attempted to make clear a style of mounting which is practiced by many ladies, but is not as generally understood as it should be, for it is the most graceful method for either sex. Preliminary to this it is not a bad idea to practice riding with your weight entirely on the pedals either without a saddle or by having it low. A smooth surface should be selected. Place the saddle about two inches lower than for road riding, and as far back as you can have it and reach the handle bar, which should be set rather high. Stand at one side of the wheel, (I mention this to forestall the tendency of beginners to stand on *both* sides). If you are on the left side place the left pedal anywhere between its highest point and the position shown in cuts as you find best suited to your height. Seize the machine firmly by the horns, lean it from you until the pedal will stand nearly over a line drawn between the two wheels on the floor.



Stand well up to pedal. Don't push with the foot that is on the floor. Your weight on the pedal will give motion enough. Lean forward and put a part of your weight on the handle bar. Don't jump or try to make too quick a motion, but step from the floor to the pedal as you would from one step to another in going up stairs. The more weight you rest on the handle bar the more easy and graceful will be your mount. Don't be in a hurry to get into the saddle.



The most important thing is to place your other foot on its pedal before the first reaches its lowest point. Lean forward close up to the handle bar while riding on your pedals. This will allow your skirts to fall into proper shape, i. e. if they were *made* in proper shape in the first place. As it often happens that the skirts will not come quite central, it is well to mount from the side *opposite* the chain. It is quite enough that a lady should be able to mount well from one side only, though the more expert will find it pleasant to be able to mount from *either* side. Ladies having an escort should be assisted in mounting a bicycle just as they should in mounting a horse or entering a carriage. Though the importance of being competent to "play it alone" when required is obvious.

"Dismounting" gracefully from a safety or simply "getting off" are two distinct things and neither is difficult. The last will always be first, however, and can best be done this way: If you are to "get off" on the left side, bring your machine nearly to a standstill with the right pedal just leaving its highest point. Remove both feet at once, bring the right through to the left side, allowing machine to fall to the left. Don't attempt to leave the saddle until both feet are on the ground. To dismount, slacken speed to a walk. When left pedal is at its lowest point put your weight entirely on that foot, and as the pedal begins to rise keep the knee straight. This will take you off the saddle and at the same time nearly stop machine. Remove right foot and step through to the ground on left side, with right foot in front of the left, which should until then, remain on its pedal. Nearly everybody has advised you what to wear when riding. Don't order anything in that line until you hear from me. I know just as little about it as anybody, and will tell it next week.

DUTY ON CYCLE CHAINS AND GEARINGS.

"The Treasury Department has decided that bicycle gearings or chains are entitled to entry under the tariff provision for chains of all kind. This action is taken upon the advice of the Attorney General, and upon the understanding that these gearings are chains within the definition of lexicographers and within the commercial meaning of the term. These articles have heretofore been classfied as manufactures of metal at a much higher rate of duty."—*Washington Star.*

EXCURSION FROM NEW YORK TO WASHINGTON.

To New York Wheelmen: I beg to call your attention and to ask your co-operation in a wheelmen's excursion to Washington, D. C., which I am now arranging for: Party to leave New York Saturday May 10th, at 5 P. M., in special coach via the B. & O. Short Line, arriving at Washington at 11 P. M. party will go to the Ebbitt House, the leading hotel at Washington. Sunday and Monday will be occupied in touring in and about the city and visiting the many public buildings, the Capitol, Washington's Monument, White House (reception at 1 P. M. Monday) etc, etc. The entire cost of the trip, including fare, hotel, and Pullman Palace Sleeper returning will be $16 50.

The party will be limited to forty people, and I would urge that

You or your friends desiring to take this trip in, would register at once.

Will you kindly place this matter before your club, so that others may avail themselves of this extraordinarily cheap trip if they so desire, and thereby confer a favor on them and the undersigned.

Register at once, if you contemplate this trip.

Yours very truly,

415 Broadway, New York City. CHAS. NEWBOURN.

ELWELL EUROPEAN BICYCLE TOUR.

A WORD TO ALL WHO ARE INTERESTED.

OUR party now numbers twenty. This is a goodly number, and makes the tour an assured success. There is, however, room for ten more, and if any of the many with whom I have been corresponding, or others who may have the tour in contemplation, have been able to decide definitely, I would take it as a great favor if they would *at once* inform me how they stand, as I desire to close up this part of the programme at as early a date as possible.

Yours truly, F. A. ELWELL.

ENGLISH RECORDS.

THE following claims for record during 1889 have been accepted by the Road Records' Association of England: 50 miles, safety bicycle, M. A. Holbein, 2h. 43m. 32s.; 12 hours', ditto, M. A. Holbein, 175 1-2 miles; 24 hours', ditto, M. A. Holbein, 324 miles; 50 miles, tandem bicycle, Holbein and Blair, 2h. 51m. 51s.; 100 miles, ditto, Holbein and Wilson, 7h. 24m. 10s; 12 hours', ditto, Holbein and Wilson, 163 miles; 12 hours' ordinary bicycle, G. T. Langridge, 154 miles; 50 miles, tricycle, W. Goulding, 2h. 50m. 5s.; 100 miles, ditto, F. T. Bidlake, 6h. 55m. 58s.; 12 hours' ditto (dead heat), Ward and Goulding, 151 miles; 24 hours', ditto, Goulding, 280 miles.

"WE BELIEVE BOTH OF 'EM."

A writer in the Portland, Me., *Globe* whose veracity can not be questioned contributes some startling facts anent cycles and cyclers, a couple of specimens of which we print below.

* * * I was in Montreal a short time ago, in company with a Portland journalist, also a cycler, who from the time we left the United States firmly declined to talk anything but French. He had occasion to call up a Frenchman, but couldn't make himself understood The man said afterwards that it struck him at the time that it was an insane German trying to talk a mixture of Southern plantation dialect, and corrupted Hebrew, using a very marked low Dutch accent. We went to the central office, and the operator said the telephone was to blame. That it was an English instrument made under American patents, and that being in the sulks over the Irish home rule question, it simply wouldn't talk French.

But if I had time I would like to follow up this line of thought and tell you a story of a Maine "cycle" that was taken west. The story was told me at Sioux Falls last fall. The machine was taken from Moosetookmyguntickitdroopped Lake, where as all of you know rocks abound, and it was put in use in a section where for one hundred miles in any given direction there wasn't a rock. Stop, there was just one rock above ground within that limit as it proved.

The owner of the wheel said that for some time after he got West his machine went about as though trying to dodge the rocks as it had been in the habit of doing, and seemed to be a little down hearted about something, it seemed to him. He said that it was hunting for something most of the time.

At last he said it settled down to business one day, and with little effort on his part wandered off into the country. It entered at last a side road, one would as quick think of using as he would of visiting the section prayed for by the Augusta deacon when he said 'And we ask Lord that thou wilt be pleased to bless not only Augusta, and some other portions of Maine, but also those remote isles of the sea upon which the foot of man has never trod, nor the eye of God looked upon.' And in that remote road it stopped, and landed him on the top of the only rock in all that vast section of rockless land.

Now comes the oddest part of the matter. The cycler sent that rock back to Maine to a Justice of the Peace, a man who took out his own license and didn't leave his member of the legislature to pay the bill, and he in company with the Methodist minister found the place on the shore of the lake from which that rock was removed in the 'ice period.' I am told, for I don't remember the 'ice period' myself, that the flow of ice was from east to the west. It follows the same general law now but costs more per ton, and there is no doubt that the intelligent Maine machine found that bit of Maine rock, homeless, homesick and stranded out there in Dakatoo."

IMPORTANT TRADE PURCHASE.

JUST as we go to press we learn that Col. A. A. Pope has completed the purchase of the entire stock of the Weed Sewing Company of Hartford. Up to this time the Colonel has owned one-third of the stock, but now he has purchased the other two-thirds tor $300,000. The transfer will be made in June and at that time the money will be paid. Particulars later.

ROUTE FROM ERIE, PA., TO NEW YORK CITY WANTED.

WHICH is the best route via bicycle from Erie, Penn., to New York City? Would it be better to go up to Buffalo, then east to Albany, and then down the Hudson to New York City, or to cut straight east from Erie through southern New York or northern Pennsylvania. I have no idea of the country in last locality, but thought that it might be mountainous or hilly with rather poor roads, though shorter than via Buffalo and Albany. Is such the case? Give me full information in regard to best route and send me names of Consuls of each city along the Buffalo-Albany line if you can. Also let me know where I can get a good road book of New York and Northern Ohio. Please reply by earliest convenient date and oblige. Yours truly,

Marseilles, Ill. GEORGE C. POOLE, League No. 22315.

ROUTE FROM PHILADELPHIA TO PITTTSBURG GIVEN.

IN reply to your inquiry, page 523, of a late issue, would say, that from Philadelphia to Chambersburg, via Lancaster, York, Hanover and Gettysburg is fairly good with some fine stretches of road, but the balance, 150 miles to Pittsburg, is miserable and a dangerous road, but with steady walking and riding, from thirty to forty miles can be made per day, over the mountains and hills between Chambersburg and Pittsburg.

Any further information will be cheerfully given.

Yours truly, FRANK G. LENZ,

63 Water street, Pittsburg, Pa.

ROUTE GIVEN FROM LOUISVILLE TO CINCINNATI.

IN answer to "Route Wanted" in WORLD of April 11th, I reply by giving route from Louisville to Ghent, Ky., almost or quite correctly, and from here to Cincinnati I don't think I miss it far.

From Louisville to Lagrange, Ky., there is fine pike; Lagrange to Campbellsburg, dirt, good; Campbellsburg to Milton via Bedford, fine pike; Milton to Ghent via Carrollton pike and dirt, very fine in fair weather; cross Ohio river at Ghent, and have good road, dirt and pike, through Indiana to Cincinnati. I would like to receive a note from the boys when they start, and will meet them in Carrollton.

Houghton House, Carrollton, $2.00 day, to L. A. W. touring parties, $1.50.

I have just reported this hotel to our Chief Consul A. J. Lamb.

Ghent, Ky. VERNON DRISKELL, L A. W. 12,375.

TRADE NOTES.

MUCH interest is felt among wheelmen in Memphis, Tenn., in the 100-mile road race of the Memphis Wheelmen. Three elegant solid gold medals, first, second and third prizes, are offered. These prizes, of different designs, are made of bright gold, ornamented by heavily carved scrolls and wreaths of Etruscan gold. Figures of bicycles, handle-bars, bands, etc., are raised, modelled and nicely chased. A fine, modelled eagle surmounts the first prize. They are the work of John Harriott, of 3 Winter street, Boston, and cost $150 00.

THE New York Bicycle Co., of New York City, (Nos. 4 and 6 East 60th St.) we observe are now making a specialty of the repair department of their business. We note this fact with much pleasure, as every reliable repair shop started adds still another to the comparatively few already existing in different portions of the States. Estimates are cheerfully furnished by the Company, and out of town customers, as well as those near by, are assured prompt attendance, guaranteed satisfaction, and charged moderate prices. Cycles are delicate pieces of mechanism, and it behooves riders to see that the most skillful workmen are employed in fixing up their wheels. That the New York Bicycle Co., employ none but the most expert we are assured.



THE NEW ERA.

(*New Era Bicycle Co., Chicago.*)

We present this week an illustration of the New Era Safety. The cut was hurriedly gotten out and it is claimed does not do the machine justice. Still it gives a fair idea as to how the new comer looks. In material and workmanship it is claimed to be no better than the other high grade wheels, being an all steel machine, its tubing cold drawn and weldless, and its bearings all balls, including the head. But it possesses some unique and original features which seem worthy of notice. The frame is constructed of two pieces of best quality English steel telescope piping, joining at the head of the steering fork and following the curve of the front wheel backward and downward to the level of the hubs; thence rearward on the same horizontal plane to the axle of the driving wheel — continuous without joints — connecting and covering these pipes from near the head downward and backward to near the rear wheel, then dividing to partially cover to the rear axle is a curved, arched and moulded bridge of high grade sheet steel, securely riveted and brazed its entire length to each pipe, thereby forming a frame so staunch and firm that it is claimed that no strain, twisting or wrenching short of actually tearing the parts asunder, can possibly affect the relative position of the bearings.

The advantage of such construction claimed by the manufacturers is that "every bearing and journal at all times runs true, the lateral strain and friction is prevented and the wear lessened." Its manufacturers guarantee it to carry three hundred pounds or more with safety.

The bearings are simple and adjustable laterally and it is claimed are absolutely dust proof. A felt washer is inserted at the intersection of the outside caps, to exclude dust, mud or even dampness Should some collision or serious shock crush a ball or shatter a bearing, it can easily and quickly be replaced, as a shell can be sent in a letter.

Another special feature of the New Era is the Edwards saddle, which they claim "not only combines the good points of all the hammock seats hitherto manufactured, but can be adjusted perfectly for weights from 25 to 300 pounds. It is also adjustable to the shape."

The New Era with all on tips the scales at 51 1-2 pounds. Price, $135. Its manufacturers will be pleased to send their catalogue on application.

As an indication of the increased interest being taken by physicians in wheeling as a hygienic exercise, it is pleasing to notice that the Pope Mfg. Co. have been requested to make a show of bicycles and tricycles at the exhibit to be held next June in connection with the annual meeting of the Massachusetts Medical Society. This exhibit is to be of surgical apparatus, pharmaceutical preparations and sanitary appliances. Under this last head the display of wheels will very appropriately come.

The Coventry Machinists' Co. report business as booming and they send us two specimens of most attractive hangers. They represent a most beautiful young lady, representing "Fame", who with a golden trumpet is heralding the fame of the Coventry Machinists' goods. These hangers will form a very attractive ornament for the Coventry Machinist's Company's Agents' Stores.

Mr. Murray V. Livingston, lessee of the White Cycle Co., is preparing to put in immediately two Kendall & Son's boilers, each 86-horse power. The foundations are also being laid for a large chimney to be built in the fall. Large daily shipments of Bronchos are being made this week, and the orders continue to increase. Mr. White will go abroad again about the first of June.

Messrs. A. C. Banker and W. S. Campbell have reorganized their bicycle firm into the Banker & Campbell Company, Limited, A. B. Rich, who formerly rode under the Staten Island Athletic Club's colors, being a new partner. These three bicycle riders have not begun to train as yet, and it is more than probable that their new business interests will keep them out of races altogether.

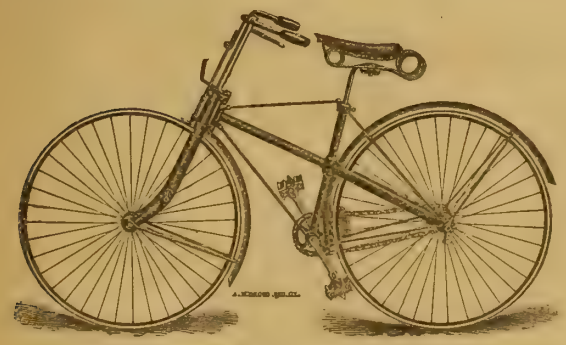
We are pleased to hear that the New Mail seems to be everywhere this season; it is having an enormous demand, and the factory is strained to its utmost to keep up with orders. Truly a superb wheel.

Mr. D. J. Canary has, during the past few months, been giving exhibitions of Polo playing on the Eagle bicycle. This has been a very attractive feature of his entertainments. He is also practicing some very neat trick riding on the Eagle.

The Eagle Mileage Book has proved a great hit. It will be sent free on application.

In the fire at Lititz, Pa., on the morning of April 11th, which destroyed over $30,000 worth of property, the bicycle riding school of J. G. Zook was consumed, and thirteen tricycles. The loss was about $1200, and was covered by insurance. The fire originated in a large four-story cigar factory adjoining, and consumed it and seven other buildings, five of which were stables. The origin of the fire is a mystery, and was first seen at about 12 o'clock.

The Fay Manufacturing Co., of Elyria, Ohio, are manufacturers of the well known Fairy Cycles. This concern makes a specialty of machines for use by cripples, and they present no less than six different styles of machines of this character, so that the afflicted can be fitted to a machine to meet the peculiar exigencies of their case. They also make a most splendid pattern of invalid chair. By all means send to the Fay Mfg. Co., Elyria, Ohio, for a catalogue.



Ball Bearings All Around. Perfectly Interchangeable and Warranted.

Price $100.

Now on the market, and admitedly a wheel giving full value for price asked.

Our facilities are such as to insure prompt shipments.

THE HARTFORD CYCLE CO.,

MANUFACTURERS OF

The Hartford Safety,

HARTFORD, CONN.



LEAGUE HEADQUARTERS:

13 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1890—91.

PRESIDENT,

JAMES R. DUNN,
40 Wall st., Room 69, New York.

FIRST VICE PRESIDENT,

DR. W. H. EMERY,
109 Warwick street, Roxbury, Mass.

SECOND VICE PRESIDENT,

GEO. R. BIDWELL,
313 W. 58th street, New York City.

TREASURER,

W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,

ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Appointments.

Membership Committee.

Sanford Lawton.....Springfield Mass.
George C. Pennell.....Elizabeth, N. J.

Committee on Improvement of Highways.

Isaac B. Potter, Esq.....Potter Bldg., New York
Albert Mott.....203 Lenox St., Baltimore, Md.
Maj. Chas. L. Burdett.....Hartford, Conn.

Committee on Rights and Privileges.

Samuel A. Boyle, Esq.....Philadelphia, Pa.
Chas. F. Cossum, Esq.....Poughkeepsie, N. Y.
J. S. Dean, Esq.....28 State St., Boston, Mass.

Committee on Rules and Regulations.

W. A. Davis.....340 S. Leavitt St., Chicago, Ill.
Michael Furst, Esq.....16 Court St., Brooklyn, N. Y.

Transportation Committee.

W. M. Brewster.....309 Olive St., St. Louis, Mo.

Racing Board.

Chas. S. Davol.....Warren, R. I.
George Collister.....147 Ontario St., Cleveland, Ohio
Robert D. Garden.....Chicago, Ill.
W. H. DeGraaf.....47 W. 14th St., New York.
Geo. D. Gideon.....17 No. 7th St., Philadelphia, Pa.

Hotel Committee.

George S. Atwater, 1230 Penn. Ave., Washington, D.C
H. H. Hodgson. .13 Carondelet St., New Orleans, La
W. C. Marion.... 1255 Bedford Ave., Brooklyn, N. Y

Massachusetts.

Circular No. 22.

The following appointments have been made in this Division:

Representatives.

Charles W. Pierce, Union street, Brighton; Herman Stursberg, Jr., Germania Mills, Holyoke.

Consuls.

Chelsea, G. Warren Hardy, 188 Chestnut street.
Florence, Wm. Haven, 20 Park street.
Gloucester, Geo. H. Morse, 154 Western avenue.
Hopkinton, A. E. Blanding 9 1-2 Grove street.

Hotels.

No. Attleboro, Bowens Cafe.
Westfield, Central Hotel.

Fraternally, WM. H. EMERY,
Boston, April 21, 1890. Chief Consul.

New League Clubs.

The following clubs have qualified as League clubs and filed the certificate required in the office of the Secretary:

258—Bay State Bicycle Club, Worcester, Mass., B. A. Lemont, Secretary.

259—Colt Bi. Club, Hartford, Conn., A. L. Ulrich, Secretary.

260—Bergen County Wheelmen, Ridgefield, N. J., William H. Whyard, Secretary.

261—Salt Lake Social Wheel Club, Salt Lake City, Utah, Harry R. Brown, Secretary.

NEW KODAK CAMERAS---FOR WHEELMEN.



"YOU PRESS THE BUTTON,
WE DO THE REST."
(OR YOU CAN DO IT YOURSELF.)

SEVEN NEW STYLES and SIZES

ALL LOADED WITH

TRANSPARENT FILM.

☞For sale by all Photo. Stock Dealers. *Send for Catalogue.*

THE EASTMAN COMPANY, Rochester, N. Y.

Transportation Committee.

Mr. Amzi T. Dodd, No. 70 Park Place, Newark, N. J., has been appointed a member of the National Transportation Committee. Truly yours,

W. M. BREWSTER, Chairman.

St. Louis, April 15th, 1890.

Missouri Division.

To Consuls and Dealers:

The Missouri Division recruiting pamphlet will be out early in May for distribution; 2000 copies will be printed, and as it is very desirable that a copy of the work should reach every non-League wheelman in the State, you are urgently requested to send me the names of all your non-League wheelmen in your respective towns, and thereby greatly aid me in increasing the Division's membership. Fraternally yours,

ROBT. HOLM, Chief Consul.

Missouri Appointment.

J. E. Marrs is hereby appointed local consul for Webb City and vicinity. Yours Fraternally,

ROBT. HOLM, Chief Consul.

St. Louis, April 16, 1890.

400—Missouri Division—400.

To Consuls and Members:

With the applications published in this issue the membership has reached 382, and but eighteen more names are needed to reach the coveted 400. By a united effort we can easily reach this mark by May 1, and I will guarantee to obtain the large part of the recruits right in St. Louis. Let us take off our coats and go to work with a will to again place "Grand Old Missouri" in tenth place where she rightfully belongs.

Fraternally yours, ROBT. HOLM,
Chief Consul.

Iowa Division.

To Local Consuls and members:

At this time, the opening of the cycling season and the new League year, we must put forth all our efforts to push the Iowa Division to the front. *If you have not already renewed do so at once*, for an old member is worth two new ones (to get). Reports from a number of the towns show that all our old members are staying with the League.

Last year we fell back some few in our members; this year we must double our present membership. April 1, 1891, Iowa should have 250 League members. We can more than accomplish this by each one bringing in a new man.

The League's recruiting circular, together with one from the Iowa Division, has been sent to each non-League member whose name we have. Send the Secretary-Treasurer, Walstein Seymour, Des Moines, Ia., the names of all non-League wheelmen residing in your vicinity.

A new hand book will soon be issued, and will contain much information valuable to the Iowa wheelmen.

The State meet will be held about the second week in July, just where is not yet decided. Every effort will be made to have this the most successful one ever held in Iowa.

The State Agricultural Society will again this fall have a series of bicycle races, with valuable prizes, for Iowa amateurs.

And now let me urge every Iowa member to give the League his personal support. A few words with a little argument and persuasion with a non-member will put the Iowa State Division where we belong—to the front. Don't fail to renew. Fraternally,

JAS. B. GREEN, Chief Consul.

Kentucky Division.

Louisville, April 21—The following is a statement of the receipts and expenditures of Kentucky Division for the League year ended April 1:

Receipts.

On Hand, July 1	$88.05	
Dues, Oct. 1	12.00	
Dues, Jan. 1	21.00	
Dues, April 1	4.00	
		$125.05

Expenditures.

Stationery, Oct. 16	$ 2.75	
Paper and envelopes, Feb. 19	3.50	
Postage stamps	7.00	
		$ 13.25
Balance on hand April 1		$111.80

On July 1, the Division had seventy eight members, fifty-nine of them renewals. During July there were four new members added; during August, two; September, two; October, four; November, two; December, thirteen; January, one; February, one; and March, two.

During the year the officers of the Division have written on an average of three personal letters or circulars to every member in the State, and a large number of letters have been sent to non-members setting forth the advantages of the organization.

In the past, Kentucky has made but little noise, content to roll along in the old ruts, only now and then waking up to "take a header," as it were, soon to mount again and proceed at the old slow gait. For the future, it is not good to make too many or too glowing promises; but it is safe to say the Division will be heard from before the League year ends. Every rider in the State is having enthusiasm hammered into him, and there will be a revival soon that will bring them all into the fold. Renewals are coming in rapidly, and if every member does his duty there will be over a hundred names on the books by July 1.

This promises to be the greatest year in the history of the bicycling trade in Kentucky; let us all pull together and make it the greatest in the history of the L. A. W. G. E. JOHNSON, Sec.-Treas.

District Championship Racing Board.

District No. 1—1. Chairman, Louis A. Tracy, P. O. Box 336, Hartford, Conn.; 2. H. L. Perkins, Providence; 3. W. L. Merrill, Portland; 4. L. A. Miller, Meriden; 5. A. D. Peck, Jr, Boston.

District No. 2—1. Chairman, Wm. H. DeGraaf, 47 W. 14th st., New York City; 2. A. B. Barkman, Brooklyn; 3. Henry Gallien, Albany; 4, Frank Eveland, Jersey City; 5. A. F. Ballenger, Elizabeth.

District No. 3—1. Chairman, Geo. D. Gideon, 17 No. 7th st., Philadelphia, Pa.; 2. W. Van Deusen, Philadelphia; 3. E. F. Le Cato, Baltimore; 4. W. F. Kurtz, Wilmington.

District No. 4—1. Chairman, Geo. Collister, 147 Ontario st., Cleveland, O.; 2. R. D. Garden, Chicago; 3. H. G. Rouse, Peoria, Ill.; 4. W. M. Brewster, St. Louis, Mo.; 5. P. N. Jacobsen, Detroit, Mich.

District No. 5—1. Chairman, H. H. Hodgson, 13 Carondelet st., New Orleans, La.; 2. J. R. Wilson, Jr., Clarksville, Tenn.; 3. C. H. Fenner, New Orleans; 4. G. C. Arbuckle, Dallas, Tex.

District No. 6—1. Chairman, Robt. L. Thompson, 122 W. 2d st., Muscatine, Iowa.

District No. 7—1. Chairman, R. A. Smyth, P. O. Box 2317, San Francisco, Cal.; 2. F. C. Clift, San Francisco; 3. A. C. McKenney, San Jose, Cal.; 4. H. G. Stewart, Los Angeles, Cal.; 5 C. N. Langton, San Francisco.

Additional appointments will be announced later.

CHAS. S. DAVOL,
Chairman National Racing Board.

Distri t Handicappers.

There are fifteen Handicap Districts, as follows:

DISTRICT NO. 1.

New England States.

E. P. Burnham, 25 Park st,, Newton, Mass
Henry Goodman, P. O. Drawer 9, Hartford, Conn

DISTRICT NO. 2.

New York and New Jersey.

F. P. Prial, P. O. Box 444, New York City

DISTRICT NO. 3.

Pennsylvania, Maryland, Delaware.

Geo. D. Gideon, 17 No. 7th st., Philadelphia, Pa

DISTRICT NO. 4.

Virginia, North and South Carolina.

DISTRICT NO. 5.

Tennessee, Alabama, Georgia, Florida.

Chas. J. Scherer, 211 Main st., Memphis, Tenn
T. L. Ingram, 14 1-2 11th st., Columbus, Ga

DISTRICT NO. 6.

Mississippi, Louisiana, Texas, Arkansas.

A. M. Hill, 115 Canal st., New Orleans, La

DISTRICT NO. 7.

Missouri, Kansas, Indian Territory.

C. H. Stone, 3129 Franklin ave., St. Louis, Mo

DISTRICT NO. 8.

Ohio, Kentucky, West Virginia.

John T. Huntington, Brush Electric Co., Cleveland, O
R. M. Wright, Clark Brittian Ptg. Co., Cleveland, O

DISTRICT NO. 9.

Indiana, Illinois, Michigan.

A. J. Street, 9th floor Phenix Bldg., Chicago, Ill

DISTRICT NO. 10.

Wisconsin, Minnesota, Iowa.

S. F. Heath, 307 Hennepin ave., Minneapolis, Minn

DISTICT NO. 11.

Colorado, Nebraska, New Mexico.

DISTRICT NO. 12.

North Dakota, South Dakota, Montana, Wyoming.

DISTRICT NO. 13.

Idaho, Utah, Arizona.

DISTRICT NO. 14.

Oregon and Washington.

DISTRICT NO. 15.

California and Nevada.

Fred Russ Cook, 415 Market st., San Francisco, Cal
H. C. F. Smith, Sec. Los Angeles Wheelmen, Los Angeles, Cal

Additional appointments will be announced later. It is the intention to have two handicappers in each District. Race promoters may employ either.

CHAS. S. DAVOL,
Chairman National Racing Board.

Racing Board.

Members of the National Racing Board have had assigned them the following territory:

W. H. DeGraaf, 47 W. 14th street, New York City, in charge of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York and New Jersey.

Geo. D. Gideon, 17 No. 7th street, Philadelphia, in charge of Pennsylvania, Maryland, Delaware, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi.

Geo. Collister, 147 Ontario street, Cleveland, in charge of Michigan, Ohio, Indiana, Kentucky, Tennessee, Arkansas, Louisiana, Texas, Indian Territory, Missouri, Kansas, Colorado, New Mexico, Arizona.

R. D. Garden, 291 Wabash avenue, Chicago, in charge of Illinois, Iowa, Wisconsin, Minnesota, North Dakota, South Dakota, Nebraska, Wyoming, Montana, Idaho, Washington, Oregon, California, Nevada, Utah.

Parties having business with the National Racing Board will communicate through the member in charge of the territory in which they reside.

CHAS. S. DAVOL,
Chairman National Racing Board.

New Jersey Road Book.

The New Jersey Road Book will be ready for distribution about May 1st. New Jersey Division members wishing to procure the book early can send their names and 30 cents (which includes postage) to Secretary Geo. C. Pennell, Elizabeth. Books will be sent out in the order that applications are received.

The present edition will be limited to one thousand, and members are advised to send applications at once.

Only one copy will be sold to each member.

League members outside of New Jersey can procure the book for $1.50; to all others the price will be $2.50.

G. CARLETON BROWN, Chief Consul.

Rhode Island Consul.

No. 23, Harrie Davis, East Providence.

CHAS. S. DAVOL,
Chief Consul for Rhode Island.

Proceedings of Semi-annual Meeting of the Board of Officers, New York State Division, L. A. W.

At Grand Union Hotel, New York City Feb. 15, 1890.

(IV—Continued.)

Secretary-Treasurer Nisbett read his reports as follows:

George M. Nisbett, Secretary-Treasurer, in account with the New York State Division L. A. W., from 16th February, 1889, to 1st February, 1890.

Balance cash on hand 16 Feb., 1889, as per report		$378.30
1889.		
May 13, A. Bassett, Sec. L. A. W., applications and renewals	$387.63	
July 9, A. Bassett, Sec. L. A. W., applications and renewals	506.05	
May 27, Sales of Road Books	7.00	
Aug. 13, Sales of Road Books	21.00	
Oct. 1, A. Bassett, Sec. L. A. W., applications and renewals	495.50	
1890.		
Jan. 4, A. Bassett, Sec. L. A. W., applications and renewals	134.50	1551.68
		$2129 88

Chief Consul's office.

Chief Consul's allowance, 38, 61, 64, 71, 76, 83, 89, 90	$316.65	
Stationery and printing, 60, 61, 62, 63, 69, 75, 77, 82, 92	175 90	
Postage and telegrams, 58, 61, 63, 64, 70, 76, 80, 81, 85, 87, 89, 90, 91	186.13	
Travelling expenses, 63, 68, 89	80.50	
Record books for hotels, 74	88 53	
Express charges (including charges on record books), 57, 63, 64, 66, 70, 76	38.21	
Sundry expenses, 58, 70	7.95	$893.87
Legal expenses.		
J. O. Bowman, 51 (re Hart matter)	10.00	
Potter & Potter, 52 (re Sloane vs. Frisby)	26.00	
Travelling expenses, 67, 86	43.50	
Stationery, 72	5.40	
Sundries, 47	16.45	101.35
Secretary-Treasurer's office.		
Postage and telegrams, 78, 84	28.96	
Stationery and printing (including ballots, etc.), 59, 65, 79	34.05	
Stenographer at September meeting, 88	50.00	
Sundries and clerical help, 73, 78	31.66	143.77
Total expenditures		$1138.99
Balance cash on hand		990.89
		$2129.88

GEORGE M. NISBETT, Sec.-Treas.

New York, 7th February, 1890.

Mr. Prial—To carry out Mr. Bidwell's idea, I make a motion that the report be referred to the Auditing Committee.

Motion seconded and carried.

Mr. Wood—The next in order will be the report of the Rights and Privileges Committee.

Mr. Jenkins—To the Board of Officers, New York State Division, L. A. W.: Gentlemen—During the past six months, since my last report, the cases which have come to the attention of this committee arising upon the complaints of wheelmen have not been numerous. This is doubtless owing largely to two facts; one is that the period referred to embraces so little of what is called "the riding season," and another reasen doubtless is that under the policy pursued by this Division and the work accomplished by it, particularly in the passage of the "Liberty Bill," has so enlightened the general public as to the rights of wheelmen upon the public highways that those rights are less infringed upon than formerly.

At the time of my last report there was one case then pending to which reference was then made. It was the claim of Mr. Goring, of Wappingers Falls, for damages, by reason of having been attacked and bitten by a vicious dog while riding upon his wheel. That matter I am happy to say has been brought to a trial in a court of law which resulted in a verdict by a jury, awarding to Mr. Goring the sum of $500 damages.

There is at present but one case now engaging the attention of this committee. That is in the nature of an action brought by a woman resident of Buffalo against a young gentleman by the name of Homer, a member of the L. A. W., for damages arising out of the following alleged facts: The plaintiff was walking along upon the sidewalk of one of the streets of the city and was desiring to cross the street to the other side. Instead of passing over at a street crossing, and instead of passing directly across the street, she stepped upon that portion of the street between the curbs devoted to the use of vehicles, and walked along in such a direction as would carry her diagonally across the street, and following for some distance the direction of the street itself. The defendant, Homer, was coming down a street, crossing at right angles the street upon which the plaintiff was proceeding. Arriving at the intersection of those streets he turned the corner at the side upon which the plaintiff was and proceeded in the same direction as the plaintiff was travelling. Almost immediately after turning the corner the wheelman came in collision with the plaintiff, throwing her upon the ground and really causing her serious injury. The plaintiff claims that it was this particular wheelman, who caused this injury, and also of course claims that it was entirely the fault of the wheelman, and without any fault upon her part. The wheelman, as one of his principal defenses, claims to be able to show conclusively that he was not the person who caused the injury, and if he shall succeed in establishing that fact to the satisfaction of the court and jury, that will necessarily be the end of the case. There are some very interesting legal questions which will doubtless arise in the course of the trial, as to the rights of the plaintiff upon the street at that particular time and manner, and also as to the rights of the wheelman upon the street and what was his duty in this connection The case is not one in which this committee engaged, but the Chairman has been employed by the wheelman to act as his counsel assisting his attorney upon the trial of the action. What may be the result of course it would not be proper to attempt to state; nor do I care at this time to discuss the legal propositions involved, thus forestalling the argument which will be made upon the trial. The case will be closely watched by your committee, and if there should be any legal propositions decided which should be of interest to wheelmen, pains will be taken to thoroughly inform the members of the organization of the principles decided.

Soon after the annual meeting of this Board in September, the Chief Consul referred to the Chairman of this Committee, a communication from President Luscomb, calling attention to an alleged violation of the Constitution and By-laws of the National Body by this Board at such annual meeting. Such violation consisted in the alleged fact that Chairmen of Division Standing Committees were present at that meeting and voted. The President raised the question as to whether such action in permitting Chairmen of Standing Committee, not regularly elected Representatives, to take part in it's deliberations and vote upon questions coming before it might not wholly invalidate the action of the Board. The Chief Consul requested me to examine the question involved and report to him my opinion thereon. There was a further fact which was of considerable importance in the decision of the case that did not appear in the President's communication, but which was known to the Chief Consul and to myself, namely, that if the facts alleged in the President's communication were true that Chairmen of Standing Committees not members of the Board were present and voting, no attention was called to that fact, nor was any protest made against such action on the part of such Chairmen. After consideration and examination of the legal authorities bearing upon this question I rendered my opinion to the Chief Consul that the validity of the action of the Board could in no way be impeached by reason of it.

The officers of the Division have, during the past six months, been devoting a large part of their time in the prosecution of the work of securing highway improvement legislation in this State. The Chairman of the Improvement of Highways Committee, which Committee is the one properly having the matter in charge, has borne the brunt of the labor in connection with this duty. The Chairman of the Rights and Privileges Committee has however been at times consulted in reference to it, both by the Chief Consul and by the Chairman of the Improvement of Highways Committee. The bill which has been introduced into the Legislature with the endorsement of the Division was submitted to me in the course of its preparation, for my examination and suggestion, and the action that has been taken in regard to this line of work has been done with the sanction of the Chairman of the Rights and Privileges Committee.

It is unnecessary to go into detail as to all the matters upon which we have been consulted by the Chief Consul. It will perhaps be sufficient to say that the Chief Consul has frequently called upon the Chairman for his opinion and advice in matters connected with the business of the Division. Such opinion and advice has at all times been freely and promptly given to the best of our ability.

We have received a number of communications from other State Divisions inquiring in regard to the "Liberty Bill" and some asking that a copy of that bill might be sent to them. I have made copies of that statute and forwarded it to all such as have requested it, giving them such information in regard to it as I have been able.

The work of our Committee will doubtless be considerably greater in the coming six months than it has since my last report, and I hope that we shall be able to render to this Board at its annual meeting in 1890 a satisfactory account of the trust reposed in us.

Mr. Alden—I move that the report of the Rights and Privileges Committee be received and filed as read.

Motion carried.

Mr. Cossum—I would say in addition to the facts stated in the report, that the $500 has been paid to Mr. Goring.

Mr. Wood—The next business in order will be the report of the Rules and Regulations Committee.

Mr. E. J. Shriver—The only report we have to make has been published in the BULLETIN, being the notice

in reference to the amendments to the By-laws which we wish to submit to the meeting, and which I will read from a clipping from the BULLETIN. The original report was sent to Mr. Bassett to be printed from and has not yet been returned to me. The clipping from the BULLETIN is as follows:

"At the next meeting of the New York Division of Officers, in February, the Committee on Rules and Regulations will submit the following amendments to the Division By-laws;

First—Add to section 1 of article 3 the following:

"All questions of interpretation of these By-laws shall be submitted to him and his decision thereon shall stand as the law of the Division, unless reversed by the Board of Officers.'

Second—In section 1 of article 6 add to list of committees:

"5. Road Book. 6. Racing Board."

Third—In section 2 of article 6, strike out all after the word "chosen" and substitute "shall be entitled to sit with the Board and take part in debate, but without a vote."

Fourth—Add to first clause of section 1, article 6, the following; "At the February meeting of the Board."

Fifth—Add to article 6 new sections to read:

"Section 5. The Committee on Road Book shall have full charge of the compilation and publication, from time to time, as they may deem advisable, of the road book issued by the Division, but shall confine their expenditures to such sums as may be appnopriated to them by the Board of Officers.

Section 6. The Racing Board shall have charge of all Division Championships, shall allot time, placc or places, and conditions for running them, and may at any time add to, alter or reduce the number and distance of same.

Section 7. The Chairman of the Committee on Rights and Privileges shall be an attorney in actual practice and shall serve as the legal adviser and attorney of the Division, for which he shall receive such retainer as may be voted him at the February meeting of the Board, said retainer to be not less than $50 nor more than $200 per annum. He shall keep a docket and record of all cases coming under his notice, pertaining to cycling, and shall at all times be ready to advise the officers of the Division legally as to their duties without further special compensation, except that the Board may at any time appropriate a sum or sums to reimburse him for expenses incurred by him in the discharge of his duties."

(Signed) E. J. SHRIVER,
A. B. GARDNER,
J. M. WARWICK,
Committee on Rules and Regulations.

Mr. E. L. Hydecker—I move that the report be received. Motion carried.

Mr. Wood—The next business in order will be the report of the Committee on Improvement in the Highways.

Mr. I. B. Potter—To the Honorable Chief Consul and Board of Officers of the New York State Division:

In accordance with the proper and established custom, and under circumstances peculiarly appropriate, your Committee on Improvement of the Highways presents for your consideration, its annual report.

The State of New York, the most populous and the most wealthy of the several States, having within its limits not only a community of abundant intelligence upon whose minds the importance of good roads may be easily impressed, but also a supassing exhibit of internal commerce and manufactures, presents for the work of your Committee, a field of exceptional promise. It must be observed, however, that notwithstanding these favorable conditions, the projectors of any movement for the improvement of the public roads within this State must meet and surmount the same obstacles which stand in the way of other species of popular reform. The natural tendency of the masses to adhere to established methods and their obvious reluctance to submit to the imposition of an increased money tax for whatever purpose, are the main features of the opposition with which the movement for improved roads will have to contend. Your Committee, with the concurrent judgment of the Chief Consul, and other officers of the State Board, has followed the line of policy inaugurated more than two years ago as the policy of the State Division in matters relating to the prescribed work of this Committeee. Mindful of the facts that the aggregate valuation of taxable property within the State is now approaching four thousand millions of dollars and that the entire population of the State is now nearly six millions, it is apparent, not only that the moneys expended for highway improvement must be almost wholly collected from citixens who have no fraternal interest in our organization, but also that the Division, constituting as it does only about one three-thousandth part of the entire population, must enlist the interest of the general public in the movement to which the energies of your Committee are directed. These have been the views of the Division as expressed by its officers, and the work of your Committee has therefore been directed in harmony therewith.

The existence within this State for the last two years of a popular and fast growing organization for the improvement of public roads has been well known to the members of the Division, who have so ably and earnestly assisted in its developement. This organization was founded within the Division and by the efforts of he wheelmen in all parts of the State has taken into ts membership several thousands of citizens of all branches of trade, professions and commercial employment as well also as twenty-seven members of the Senate and Assembly of the New York Legislature the chief executive officers of the agricultural societies of twenty-two of the different counties and several officers of the State government. A bill has been prepared under the auspices of this Association and introduced in both branches of the Legfslature for the improvement of the public roads within the Siate. This bill has been widely distributed among the members of the Di/ision and elsewhere throughout the State and further copies can be procured upon application to the Chief Consul or to the Chairman of your Committee.

The progress of this bill is being urged in every proper manner by the Division; but the incidents, plans and recommendatons touching the present conditition of this bill and its immediate prospects are believed to be more clearly within the line of the executive duties of your Board and therefore not entirely germane to the subject matter of this report.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publi cation of names.

Candidates will please notice if their names and ad dresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objection able person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication. and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 4—Total 318.

BOSTON, April 25, 1890.

CALIFORNIA DIVISION—6.

Oakland Bi. Club.

13834 Van Orden, L., M. D., . Alameda

Unattached.

13631 Davis, Percy L., 1234 Market st., San Francisco
13632 Janzen, A. T., 100 Jones st., "
13718 Talbot, C. F. A., Box 2215, "
13586 Ward, Fred W., Visalia
13675 Hyde, Lemuel C., "

COLORADO DIVISION—7.

Rafield Roadsters.

13533 Fristoe, Mark Groves, 402 So. Nevada ave., Colorado Springs
13534 Reed, H. J., "
13535 Reed, Raymond, "
13536 Taylor, Chas. E , 623 E. Kiowa st., "
13537 Witten, Geo. T., 13 No. Tejon st., "
13538 Gilhausen, J. C., 13 No. Tejon st., "
13539 Habel, Henry A., 13 No. Tejon st., "

CONNECTICUT DIVISION—22.

Hartford Wheel Club.

13835 Babcock, C. H., Box 228, Hartford
13836 Cudworth, Henry J., 1335 Broad, "
13837 Ripley, C. E., Drawer 8, "

Colt Bi. Club.

13719 Abernathy, Edward T., 42 Seymour st., "
13720 Dalton, Richard J., 55 Van Block, "
13721 Donnelly, Bernard, 172 Main st., "
13722 Helfricht, Cuno A., 13 Webster st., "
13723 Jacobs, Wm. C., 86 Retreat ave., "
13724 Lucas, James H., 60 Retreat ave., "
13725 McIntyre, John J , Charter Oak Hall, "
13726 Meagher, Thos. F., 128 Maple ave., "
13727 O'Brien, Henry J., 81 Arch st., "
13728 Rooney, B. A., 58 Van Block st., "
13729 Trowbridge, Elisha, 91 Main st., "
13730 Twiss, Marshall C., 10 Wooster st., "
13731 Webster, Dana, 16 Governor st., "
13732 Goodell, Herbert W., Wethersfield

Unattached.

13733 Pyle, Harry C., 9 Courtland Pl., Bridgeport
13838 Beckwith, Prof. I. T., Trinity College, Hartford
13839 Martin, Chas. E., 5 Chestnut st., "
13840 Millett, Eugene, Parkville
13841 Erbe, Frank J., 106 Bank st., Waterbury

DISTRICT OF COLUMBIA DIVISION—2.

Unattached.

13734 Houenstein, J. T., Jr., care Amour & Co., Washington
13788 Meyers, C. W., 531 15th st., N. W., "

ILLINOIS DIVISION—50.

Illinois C. C.

13790 Barker, Wm., Jr., 834 Wash. Boul., Chicago
13792 Bond, W. E., 25 W. Erie st., "
13793 Burrow, A. J., 43 Park ave., "
13794 Chandler, E. W., 310 Marshfield ave., "
13795 Clark, J. V., 171 Aberdeen st., "
13796 Cummings, J. R., Warren ave., "
13797 Edington, F. C., 422 Oakley ave., "
13798 Graham, Chas. B., 748 Van Buren st., "
13799 Keller, D. M., 358 Ogden ave., "
13800 Palacher, Leon, 929 Monroe, "
13801 Smith, Chas. P., 366 Warren ave., "
13802 Waugh, W. E., 1374 Jackson st., "
13803 Wells, W. H., 303 Tacoma Bldg., "

Chicago C. C.

13641 Norton, G. S., 44 River st., "

Lincoln C. C.

13676 Freund, Otto E., 460 Wells st., "
13677 Hochkirk, Wm. F., 315 Wabash ave., "
13678 Lynn, George Russell, 1850 Fredrick st., "
13679 McDonald, J. S., Jr., 26 Randolph st., "
13680 Pound, Harvey Leslie, 84 Dearborn ave., "
13681 Rauscher, E. P., 236 Wash. Boul., "
13682 Smith, A. S., 106 Hammond st., "

Ottawa Cycling Club.

13842 Burke, D. R., Ottawa
13843 Dunavan, Clarence, "
13844 Eldredge, Ed., "
13845 Farrell, T. B., "
13846 Johnson, Harold, "
13847 Megaffin, Jos. M , "
13848 McManns, R. C., "
13849 Smith, L. H., "
13850 Stead, W. H., "
13851 Taylor, Chas. P., "

Unattached.

13789 *Barber, Miss Maude E.*, 578 Jackson st., Chicago
13791 *Blackman, Mrs. L. I.*, 57 De Kalb st., "
13805 *Lloyd, Miss Grace L.*, 269 So. Leavitt st., "
13804 *Lloyd, Mrs. Geo. E.*, 269 So. Leavitt st., "
13735 Alderman, Chas. S., 509 Buchanan st., Danville
13736 Greenewald, Oscar J., Gimbel & Co., "
13737 Kent, J. Perrin, "
13738 Holmes, Robert, 34 N. Hazel, "
13739 Back, Ed. A., 26 W. Main st., "
13740 Brittingham, Clarence, 443 Oak st., "
13741 Woodbury, Chas. M., 14 W. Main st., "
13742 Jordan, Geo. N., "
13743 Wright, Geo. M., M. M. Wright & Co., "
13744 Swaim, W. E., 509 Buchanan st., "
13685 Rubendall, Willard C., Freeport
13684 Webb, Jean F., Jr., Box 4, Lebanon
13683 Neilson, Chas. B., Marseilles
13605 Lyon, Chas. R. (P. O. address Poughkeepsie, N. Y., River View Academy), Waukegan
13896 Griffith, C. Edgar, 321 Chicago ave., Chicago

KENTUCKY DIVISION—1.

Lou. Cy. Club.

13852 Jefferis, H., 310 W. Main st., Louisville

KANSAS DIVISION—1.

Unattached.

13540 Gilhousen, J. C., 411 3d ave., East Hutchinson

IOWA DIVISION—1.

13587 Blakeney, Wm. A., Muscatine

MAINE DIVISION—4.

P. Wheel Club.

13542 Loring, Everett G., Box 219, Brunswick

Pine Tree Wheelmen.

13806 Carter, Geo. W., 155 Newbury, Portland
13807 Robinson, L. G., 267 Brackett, "
13808 Sparrow, Clarence, 65 Merrill st., "

MARYLAND DIVISION—3.

Unattached.

13686 Fells, Wm. Edward, 872 W. Lombard st., Baltimore
13645 Needham, Geo. R., 233 E. German st., "
13643 Schwab, Lewis M., 671 W. Fayette st., "

MASSACHUSETTS DIVISION—40.

Bay State Bi. Club.

13810 Hoyt, Edward D., 19 Portland st., Worcester
13811 Parker, N. W., 70 School st., "
13812 Pease, Herbert L., 16 Lancaster st., "
13594 Ford, Frank W., 124 Chandler st., "
13595 Locke, Harry S., 130 Southbridge, "
13597 Worcester, Herbert L., 4 Dover st., "

Somerville Bi. Club.

13809 Roffe, Henry C., 253 Medford st., Somerville

Dudley Association Wheel Club.

13854 Seaver, Llewellyn D., 177 Ruggles st., Roxbury

Somerville Cycle Club.

13901 Minch, Edward H., 3 Fairlee st., West Somerville
13900 Smith, Herbert W., Stickney ave., Somerville
13897 Tucker, Nathanial W., 14 Bratlle sq., Boston

Unattached.

13691 Bean, Harlan B., Arlington Heights
13690 Bean, Harry L., 119 Milk st., Boston
13746 Childs, Frank C., 134 Pearl st., "
13688 Davis, Bliss N., 85 Waltham st., "
13853 Emerson, Wm. I., 7 Tremont Pl., "
13687 Kenfield, L. S., 300 Shawmut ave., "
13686 Mattocks, W. D., 119 Milk st., "
13589 Orcutt, Edgar, Hotel Flower, "
13588 Towle, Geo. C., 77 Franklin st., "
13590 Fisher, Henry S., 20 Corey st., Everett
13546 Henderson, Robert B., Box 159, "
13692 Bennett, Winfred S., 57 Clifton st., Dorchester
13693 *Bennett, Mrs. Grace E.*, 57 Clifton st., "
13599 Reed, Rev. Chas. F., Haydenville
13593 Allen, C. E., 2 Walden st., Lynn
13748 Phaneuf, Ezra E., 68 Carnes st., "
13591 Timlin, W. F., Box 249, Melrose
13647 *Matthews, Miss Flora M.*, 140 Union st., New Bedford
13592 Barrows, Fred S., Norwood
13645 Baker, Wilbur S., Sycamore st., Roslindale
13598 Sage, Hollister, 396 Union st., Springfield
13644 Odiorne, Charles A., 9 State st., Taunton
13695 *Owen, Maude A.*, 33 Robbins st., Waltham
13694 Dewey, Louis M., 279 Elm st., Westfield
13596 Whitney, A. E., 1050 Main st., Worcester
13903 Potter, Ralph E., 44 Broad st., Boston
13902 McCutchins, F. M., 6 Dexter Row, Charlestown
13898 Dodge, Chas. E., Box 141, Needham
13899 Hanks, Arthur, "

MICHIGAN DIVISION—2.

Detroit Wheelmen.

13855 George, Wm. H., 795 4th ave., Detroit

Unattached.

13647 Keyser, Ed. L., Birmingham

MISSOURI DIVISION—6.

Clarksville Cycle Club.

13859 Forgey, Nim, Clarksville

Unattached.

13648 Crandall, C. R., Brookfield
13765 Olmstead, Charles Hammer, 1310 Forrest ave., Kansas City
13858 Ross, Barney D., Hannibal
13856 Brown, Ed M., 522 No. 2d st., St. Louis
13857 Witte, Alexander J., Gravvis and Jefferson ave. St. Louis

NEBRASKA DIVISION—5.

Fremont Wheel Club.

13696 Barothy, A. M., Fremont
13697 Burgess, J. W., Box E, "
13698 Ellsworth, C. B., "
13699 Smith, Frank E., 908 N. Clarkson ave., "
13700 Treat, Stanley W., care Theo' Huette & Son, Fremont

NEW HAMPSHIRE DIVISION—2.

Unattached.

13861 Dole, Fred L., 77 Pleasant st., Concord
13860 Crockett, H. H., 75 Pleasant st., "

NEW JERSEY DIVISION—25.

Atalanta Wheelmen.

13601 Belknap, W. V., Box 65, Newark

Bergen Co. Wheelmen.

13751 Hansmann, Julius, Ridgefield
13752 Bennett, Fred S., "
13753 Bennett, Frank R., "
13754 Whyard Wm. H., "
13755 Feldmann, Henry P., Nordhoff
13756 Probst, J. D., Jr., Englewood
13757 Cooper, Ira H., "
13758 Varley, Thomas, "
13759 Meyer, Wm. F., Edgewater
13760 Cooper, Jno. H. (P. O. 294 W. 11th st., N. Y. C.), Edgewater
13761 Hinners, Jno. H., "
13762 Hinners, George, "
13763 Hinners, Fred, "
13764 Hinners, Edward F., "

Union Co. Wheelmen.

13651 Hall, Jno. C., Box 375, Westfield
13650 Pearsall, Herbert, Box 272, "

Unattached.

13652 Bartow, Edward, Second st., Bound Brook
13749 Scofield, Wm. Hedges, Budds Lake
13600 Tillard, Richard, 253 Roseville ave., Newark
13602 Dobbins, Horace Stanley, Box 212, Palmyra
13649 Chapman, Chas. S., Ridgewood
13813 Palmer, Philip F., Box 80, "
13750 Woods, A. Lincoln, Box 46, Three Bridges
13862 Meigh, Josiah, cor. Division and Hewitt, Trenton

NEW YORK DIVISION—51.

Bay Shore Wheelmen.

13665 Bishop, Wm. H., Park ave., Bay Shore
13666 Brewster, Carl E., Main st., "
13667 Jarvis, Percy B., Main st., "
13668 Jenney, Samuel H., Box 232, "
13669 Smith, Geo. M., Bay st., "

Ft. Edward Wheelmen.

13777 Wing, Asahel R., Box 224, Fort Edward

Knickerbocker B. C.

13814 Derbyshire, Rev. A. J., 1921 Vyse ave., West Farms, New York

Newburgh Bi. Club.

13769 Eickwort, Louis, Jr., 712 Tremont ave., "
13768 *Pringle, Marie L.*, 1055 E. 175th st., "
13767 Pringle, John R. D, 1055 E. 175th st., "
13766 Pringle, Frank L., 1055 E. 175th st., "

K. C. W.

13604 Wiegand, H. S., 79 Duane st., "

Harlem Wheelmen.

13603 Moore, James H., 238 W. 134th st., "

Hempstead Ramblers.

13656 Hanford, C. W., Box 15, Hempstead

Newburgh Bi. Club.

13778 Wallace, Chas. S., 236 Liberty st., Newburgh

Unattached.

13773 Fell, Geo. E., M. D., 72 Niagara st., Buffalo
13863 Butterworth, Geo. B., 300 Connecticut st., "
13774 Peck, Frank B., Maple ave., Cohocton
13707 Conkling, Warren B., Box 643, Brockport
13816 Diven, Louis, 957 Lake, Elmira
13817 French, S. B., 318 W. Clinton, "
13818 Lupton, Wilbur, 447 W. 5th, "
13819 Hollingworth, T. M., Box 178, "
13657 Van Deusen, Chas. H., *Journal*, Hudson
13658 Phillips, Wm. J., Box 888, "
13663 Hoyt, James, Box 84, Katonah
13779 Sayers, Charles John, Box 926, Hoosick Falls
13708 Forrester, Dr. H. E., Box 803, Lyons
13670 Westcott, Milan, Mahopac
13776 Wisner, Henry B., Jr., Box 173, Middletown
13775 Florence, F. C., 17 Houston ave., "
13659 Woods, Wm. J., 147 1-2 Grand st., Newburgh
13655 Airy, F. G., 310 W. 14th st., New York
13771 Anderson, T. D., Box 993, "
13770 De Coppett, E. J., 17 West 60th st., "
13701 Cornell, A. B., 36 Wall st., "
13653 Kahn, George, 2003 Madison ave., "
13772 Marquadt, A. E., 311 W. 30th st., "
13654 Riedeier, Emil J., 145 West 94th st., "
13864 Law, Fred. H., Box 2, Oxford
13865 Kendall, Albert W., Penn Yan
13702 Anderson, R. W., Box 43, Rondout
13703 Anderson, Wm R., Box 43, "
13704 Edinger, U. G., "
13705 Hogan, Charles, Box 947, Kingston
13706 Hudler, Harry, Box 211, "
13661 Strope, Frank M., Box 210, Silver Creek
13660 Kelsey, Walter B., "
13664 Ambler, C. G., Stissing
13662 Booth, W. G., D. L. and W. Ticket Office, Syracuse
13815 Simonson, U. Grant, Box 127, West New Brighton

OHIO DIVISION—38.

Buckeye Rovers.

13673 Keplinger, Warren E., Box 876, Bucyrus
13674 Pope, Henry, "

Dayton Bi. Club.

13671 Black, Arthur D., 129 W. 1st., Dayton
13672 Myers, W. F., 1315 W. 2d st., "

Fremont Bi. Club.

13709 Jeremias, C. D., 418 N. 5th st., Fremont

Porkopolis Bi. Club.

13866 Thompson, Chas. H., 66 West 4, Cincinnati

Ramblers.

13869 Miner, Chas. L., Fairmount ave., "
13868 Hooke, H. Gage, Auditors' Office, C. H. and D. R. R., Cincinnati
13867 McCarthy, Dan, Jr., 100 W. 7th st., "

Unattached.

13784 Teel, A. A., Alliance
13780 Burdsal, J. O., Lockland
13781 Goetze, Henry, "
13782 Miley, J. E., "
13783 Riddle, W. L., "
13870 Merrell, M. J., 602 Monroe st., Toledo
13606 Gibbs, T. J., Troy
13607 Mullaney, Jas. F., "
13608 Duer, Walter, "
13609 Broomhall, A. F., "
13610 McPherson, Sherman T., "
13611 Gantz, M. K., "
13612 Steil, Otto D., "
13613 Ullery, Harry, "
13614 Riley, Hanson M., "
13615 Drury, Jno. H., "
13616 Sinks, E. A., "
13617 Brooks, T. W., "
13618 Childs, Frank P., "
13619 Reid, T. E., "
13620 Grosvenor, C. F., "
13621 Brown, F. J., "
13622 Carr, C. G., "
13623 Marsh, R. H., "
13624 Hunt, A. S., "
13625 Snook, C. G., "
13626 Long, Geo. S., "
13627 Scott, Warren, "
13628 Mitchell, W. F., "

PENNSYLVANIA DIVISION—19.

Century Wheelmen.

13710 Allen, Clifford P., Jr., 1516 Marshall st., Philadelphia
13711 Kirk, Geo. F., 1778 Frankford ave., "
13712 McCune, Geo. M., 10 N. 13th st., "

Erie C. C.

13877 Saltsman, H. A., East 18th, Erie
13878 Whitley, W. M. P. & E. Shops, "

Keystone Bi. Club.

13715 Evans, French E., T. G. Evans & Co., Pittsburgh

Harrisburgh Bi. Club.

13871 Kelker, Luther R., Box 114, Harrisburgh
13872 Thorley, T. A., 449 State, "

Oil City Wheelmen.

13873 Chambers, Fred N., Oil City
13821 Vincent, D. P., Box 188, "

York Bi. Club.

13785 Noss, Jno. W., 340 West King st., York

Unattached.

13876 Rinard, A. L., Box 185, Catawissa
13786 Thompson, Isaac F., Box 364, Coatesville
13713 Kirschner, J. F., 438 East 10th, Erie
13714 Clark, Frank D., 160 N. Church st., Hazleton
13874 Simpson, T. B., Oil City
13875 Simpson, S. H., "
13820 Fisher, Harley W., Box 715, "
13629 Hill, Charles H., 2530 N. 9th st., Philadelphia

RHODE ISLAND DIVISION—13.

Bristol County Wheelmen.

13831 Greene, Fred C., Box 288, Warren

Narragansett Wheelmen.

13787 Caswell, W. Herbert, Box 233, Narragansett Pier

Providence Ladies Cycling Club.

13822 *Bowen, Miss Mary C. W.*, 73 Ring st., Providence
13823 *Campbell, Mrs. Walter C.*, 213 Pavilion ave., Providence
13824 *Cunningham, Miss Mary E.*, 148 Lockwood st., Providence
13825 *McAuslan, Mrs. Geo. R.*, 8 Elmwood ave., "
13826 *Phillips, Mrs. Eugene F.*, 516 Broad st., "

W. W. Association.

13716 Hackett, Thomas A., Box 333, Woonsocket

Unattached.

13830 Nye, Caleb R., 6 Eighth st., East Providence
13827 Wientge, Chas. H., 628 High st., Providence
13828 Jacobs, Elmer B., 28 Luther st., "
13829 Coggeshall, Charles A., Box 932, "
13832 Norman, Hugh H., So. Portsmouth

VERMONT DIVISION—1.

Unattached.

13630 Messer, W. H., Box 191, West Randolph

WISCONSIN DIVISION—6.

Unattached.

13833 Park, Allen G., Madison
13879 *Calmerton, Miss Eva E.*, 14 Belvedere Block, Milwaukee
13880 *Calmerton, Miss Gail H.*, 14 Belvedere Block, Milwaukee
13881 Keeney, C. H., 103 Wisconsin st., "
13717 Jones J. Roland, Jr., 730 Park ave., Racine
13882 Kling, Willard J., "

UTAH—13.

Social Wheel Club.

13883 Markland, C. B., Salt Lake City
13884 Browne, Harry R., "
13885 Beach, C. H., "
13886 Evans, M. R., "
13887 Hall, W. W., "
13888 Dinsmore, S., "
13889 Rummell, Frank, "
13890 Jones, Eugene F., "
13891 Ensign, A. H., "
13892 Sharp, Jno., Jr., "
13893 Angell, O., "
13894 Forsythe, Jas., "
13895 Lambert, R. J., "

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L. A. W. Renewal Blank, 1890.

Fill out this blank, enclose $1 to pay your dues to April 30, 1891, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

If you live in one State and have your mail sent to another, state the fact that you may be located with the Division in which your home is.

If you desire your address changed, make the request on another sheet than this. Put new address on blank.

Ticket holders, 25 cts.; with name stamped, 50 cts.

Leave space above this line Blank.

*Number*_____

*Name,*_____

*Street and Number or P. O. Box,*_____

*City,*_____

*State,*_____

*Club*_____

Enclosed for Holder ____ *cts.*

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1891. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name,*.....

Club,..... *St. and Number, or Box,*.....

References:..... *City,*.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. to April 30. Enclose $2.00 with this blank on any date between date of paper and Oct. 31, 1890. Write plainly—Printing preferred. Postage stamps will not be received.

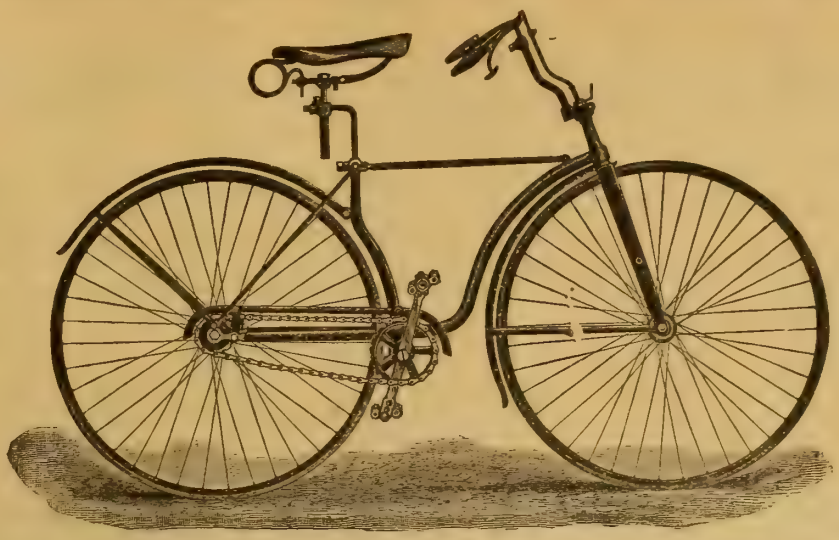
☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and pocket for personal cards send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank*

Warwick Perfection Cycles are Constructed of Wrought Steel and Absolutely INTERCHANGEABLE.

PRICE $135.

SEND FOR

CATALOGUE.



WITH BRACE REMOVED

IT MAKES A

Light and Superior

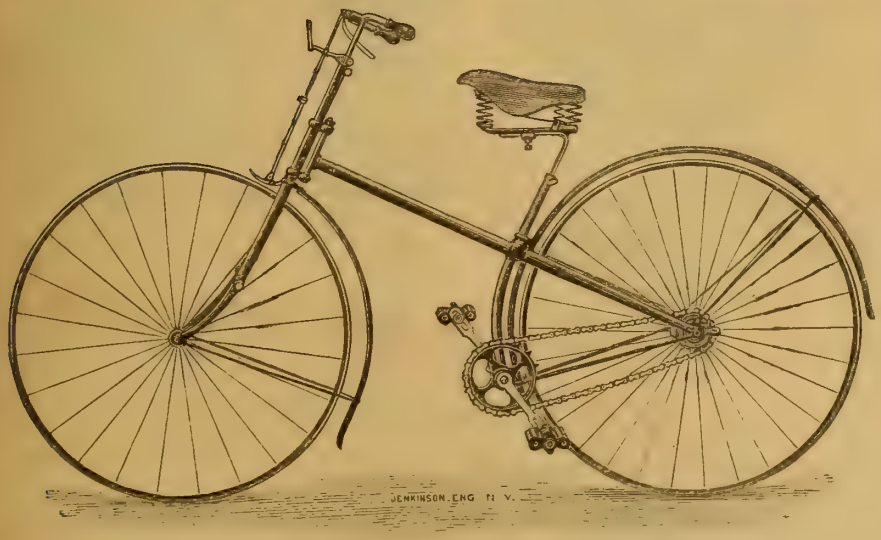
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To facilitate delivery of goods, we have arranged with the following firms to supply you in their respective territory. They will be our exclusive wholesale dealers, and it is their mission to aid you in every way. Address them for catalogues:

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For New York State, east of Onondaga County, and North-eastern Pennsylvania, **G. R. BIDWELL**, 313 West 58th Street, New York.
For Northern New Jersey, **E. ALSDORF & CO.**, 11 Academy St., Newark, N. J.
For Southern New Jersey, and territory contiguous to Philadelphia, **EDW. K. TRYON, JR., & CO.**, 10 and 12 North 6th Street, Philadelphia.
For Western New York, Western Pennsylvania, and Northern Ohio, **STANDARD CYCLE CO.**, 588 Main Street, Buffalo, N. Y.
For Maryland, **EISENBRANDT BROS.**, 424 E. Baltimore St., Baltimore, Md.
For Southern Ohio, Southern Indiana, Tennessee, and West Virginia, **J. E. POORMAN**, 8th and Race Streets, Cincinnati, O.
For the Northwest, **CHAS. F. STOKES MFG. CO.**, 293 Wabash Ave., Chicago.
For the Southwest, **D. SNITJER**, 1012 Olive Street, St. Louis.
For the Pacific Slope, **THOS. H. B. VARNEY**, Fremont Street, San Francisco, Cal.
Territory not named, Local Agents, or The Manufacturers,

WARWICK CYCLE MFG. CO., - Springfield, Mass.

"GOOD AS GOLD"



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Youths' Premier Safety.

No wonder. All steel throughout, all adjustable ball-bearings, including pedals, butt-ended spokes, combination saddle and spring.

We guarantee the YOUTHS' PREMIER SAFETY not to wear out in ten years, and we have never had a dissatisfied purchaser. Send for our new Catalogue, now ready, and learn all about PREMIER SAFETIES.

LLEWELLYN H. JOHNSON, Manufacturing Importer,

401 & 403 Main St., - - - ORANGE, N. J.

FIXTURES.

MAY.

3—Grand reunion run of Missouri cyclists over the roads of Pike Co., Missouri.
4—Reunion of cyclists of St. Louis, Quincy, Hannibal and Clarksville, at Louisiana.
10—First race for the *Item* 5-mile road race for Philadelphia riders.
10—Amateur race meet of the Harvard University Cycling Association, on Holmes' field, Cambridge, Mass.; entries close May 3d. Address W. B. Greenleaf, 41 Weld Hall, Cambridge, Mass.
17—Rockland Co. wheelmen's Tournament at Spring Valley, N. Y.
24—"Pony Tournament," S. and L. B. T. Association. Address Harold Child, Secretary, 1112 Olive street.
24—Spring Tournament of St. Louis Track Association.
24—Race meeting at Hamilton, Ont.
24—Race meeting at Woodstock, Ont.
28—Tournament at Hamilton, Ont.
30—Bay State Bicycle Club races at Agricultural Park, Worcester, Mass. Address B. A. Lamont, Worcester, Mass.
30—Maine Division L. A. W., annual meet, at Lewiston.
30—Road race, Irvington-Milburn, N. J.
30 and 31—New Jersey Division, L. A. W., annual meet at Plainfield.
30—Pullman road race at Chicago, Ill.
30—Rome, N. Y., Bicycle Club tournament.
30—Tournament of the Rambling Wheelmen at Bridgeport, Ct.
30—Central Pennsylvania wheelmen's Meet at Sunbury, Pa. Address C. O. Bigony, Sunbury, Pa. (Enclose stamp.)
31—Intercollegiate games at Berkeley Oval, New York.

JUNE.

2 to 7—Second annual cycling exhibit and tournament at Exhibition Building, Chicago, under the auspices of the Chicago *Referee* and the Chicago *Bearings*.
7—Second race for the *Item* 5-mile road race for Philadelphia riders.
7—Hill climbing contest, Son-of-a-Gun Hill, at St. Louis, Mo.
7—Elwell party starts for Europe.
9—New Haven Bicycle Club Tournament and annual spring meet Connecticut Division L. A. W. Address E. J. Perkins, Secretary, 173 Olive street. Entries close Monday, June 5.
14—Century run from New York to Philadelphia; start to be made from Continental Hotel, Newark, N. J., at 4 A. M.
21—Fifty Mile Road Race at Buffalo, N. Y., under the auspices of the Standard Cycle Co. of Buffalo, N. Y. For entries and particulars apply to them.
27, 28—Pennsylvania Division meeting at Philadelphia.
28—Chicago Cycling Club vs. Wilmington Wheel Club team race, Lancaster Pike, Philadelphia, Pa.

JULY.

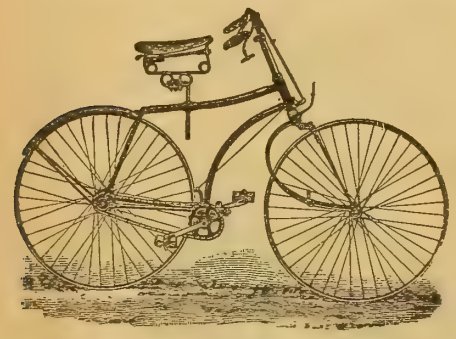
1 to 3—Missouri Division tour to Columbia, starting from Clarksville. Address W. P. Laing, Marshal, 1724 Olive st., St. Louis.
4—Open handicap road race, Cincinnati, Ohio, address J. E. Poorman, 8th and Race streets, Cincinnati, Ohio.
4—Brownsville, Pa., Cycle Club race meeting.
4, 5—Missouri State Division meet at Columbia, Mo.
7—Kentucky Division meet at Richmond.
8—Kentucky State Diviison meet at Maysville, Ky.
24, 26—Ohio Division meet at Cincinnati.

AUGUST.

16—Annual tournament St. Louis Bicycle Race Track Association, St. Louis, Mo. Address Harold Child, 1112 Olive street, St. Louis.
17—Start of the party of Massachusetts Wheelmen in the tour from Boston to Niagara Falls. Adddess A. W. Robinson, 89 State St.
20—Detroit to Niagara Falls tour. Particulars to C. H. Smith, 211 Putnam avenue, Detroit, Mich.
25, 26, 27—L. A. W. annual meet and national championship at Niagara Falls, N. Y.

SEPTEMBER.

1-2—New York State Division, L. A. W. meet at Syracuse, N. Y. Address Charles W. Wood care R. Wood & Sons, Syracuse, N. Y.
12, 13—Peoria, Ill., Bicycle Club tournament. Address H. G. Rouse, Peoria, Ill.
1, 2—Hartford Wheel Club tournament.



New York Bicycle Co.

Nos. 4 and 6 East 60th St., New York,

DEALERS IN

New & Second-hand Wheels

of Every Description.

Full Line of Cycling Accessories

Old mounts taken in Part Payment for new machines of every make.

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Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

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Slightly spiritous and containing an abundance of natural fruit acid

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

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Men's Safeties, - - $75, $90, $110.
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Every Wheel Fully Guaranteed.

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Repairs! Repairs!



Bicycle Repairing in all its Branches.

Difficult Repairing a Specialty.

1—Estimates cheerfully given!
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3—Send your machine to our Headquarters and so save paying two or three profits
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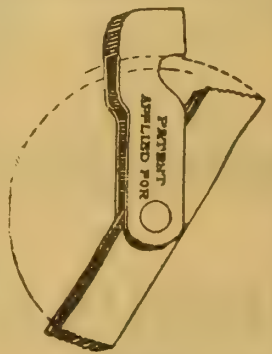
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HINTS on the CARE of CYCLE-CHAINS

The Automatic Spoke and Nipple Grip.



Cut full size.

Every Cyclist His Own Repairer!

No Screws, no Nuts, no Peeling of Enamel.

☞ It takes a positive grip. The harder you pull the tighter it holds.

☞ Catches any size Spoke or Nipple, round or square.

☞ Can be carried in the vest pocket.

Price, (Nickeled) $1.

Liberal Discount to Dealers.

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RACE MEET



SATURDAY, ON HOLMES FIELD,

MAY 10th, 1890. CAMBRIDGE, MASS.

GIVEN BY THE

Harvard University Cycling Association

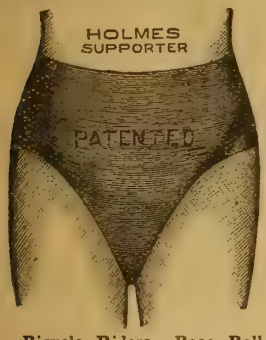
L. A. W. RULES TO GOVERN. ENTRIES CLOSE MAY 3d.

FOR ENTRY BLANKS ADDRESS

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Jersey-Fitting Supporter.



Bicycle Riders, Base Ball Players, Athletes, Gymnasts tell us that it is the best and most satisfactory supporter made.

Let every Sportsman Try Them.

Price $1.00. Will send by mail on receipt of price. Send size of Waist and Hip.

Send Stamp for Catalogue.



FULL PANTS.
(Patented.)
828.
Heavy Rib.
Improved double seat, strap & pocket.

No. 884. Heavy Rib.



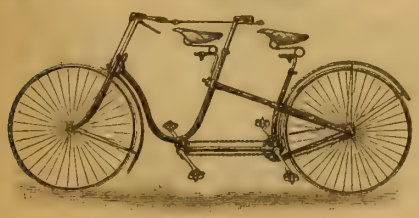


KNEE PANTS.
(Patented.)
810. Heavy Rib,
Improved double seat and pocket.

CAUTION We hold Letters Patent for improvement on Pants, Tights, Supporters, and Support Jacket, as represented in these cuts. Each garment is marked H. & C., Pat. Dec. 3d, '89, and we *caution* all dealers against selling any garments infringing on these patents. Garments *not bearing* our *patent* mark are *infringements*, and parties selling them will be held responsible to the extent of the law. HOLMES & CO.

Athletic and Gymnasium Garments Manufactured by

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WILL TAKE YOUR OLD WHEEL IN TRADE for one of our *12 forms* (4 Ladies', 7 Diamonds, 18 Weights),

PSYCHO SAFETIES.

Send accurate description and ask for our Catalog.

CAPITAL CYCLE CO., WASHINGTON, D. C.

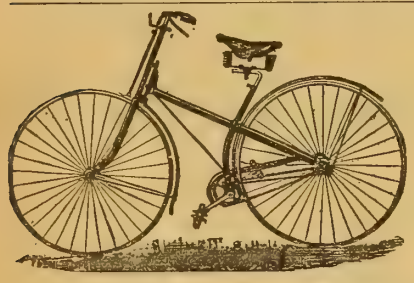


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Bicycles, Guns and Typewriters taken in Exchange. Job Lots Bought. We carry 700 Bicycles in Stock.



THE COVENTRY RIVAL.

Interchangeable. Guaranteed one year.

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THE IRWELL ROADSTER SAFETY.

$100 We believe this the best $100 machine ever offered to the American Public. It is built in the best manner and of the best material. It has ***solid steel hubs,*** and it is difficult to see how anything can be built better, even to sell for a price forty per cent. higher. Tool bag, wrench, oiler and bell included. Agents wanted. Sole Importers,

THE CENTURY CYCLE CO., 1404 Oxford St, Philadelphia.

The New "39" and "24" Star.



NO MACHINE ON THE MARKET ITS EQUAL.

Easiest Running Wheel

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Best Hill Climbing Machine Ever Produced.

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In this Machine we have combined ALL the advantages of a low wheel and the speed of a high one.

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ERIE KNITTING MILL,

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Make to order the finest line of goods for the use of wheelmen. Send for samples of fabric and price list.

N. B. Elwell is recommending these goods to all the members of his tour.

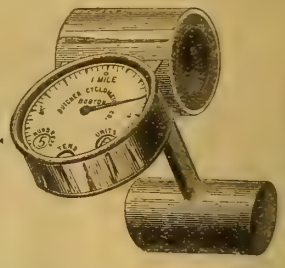
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TOULMIN'S KANGAROO BICYCLE SHOES

Greatly improved. Best and cheapest Shoe in the Country. In addition to the above, we also make an elegant Bicycle Shoe, all Hand-sewed, $4.50. High cut above ankle, $5.00. This makes an elegant street shoe. Special inducements to Agents. Send for catalogue containing rules for self measurement. Correspondence promptly answered. Address

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THEY SELL LIKE HOT CAKES.

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THE GUIDE, 30-in. Safety, $60.00

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1 New Mail Safety, just as good as new	$95.00
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1 " " in very good order, used last year	85.00
1 Ormonde Safety, new, brought from England last fall	100.00
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1 Premier Tandem Safety, new, never used	190.00
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1 52-inch Royal Singer, in good order	35.00
1 " American Rudge, in good order	35.00
1 54-inch Standard Columbia, cow horn bars, spade handles	30.00
1 54-inch Rudge Light Roadster, fine condition	50.00
1 " New Mail, almost new, '89 make	75.00
1 " Singer Apollo, fine order	50.00
1 55-inch Singer Special Apollo, new	75.00
1 Victor Tricycle, English make	50.00
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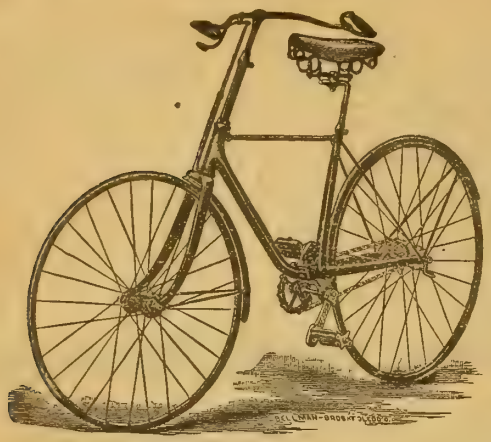
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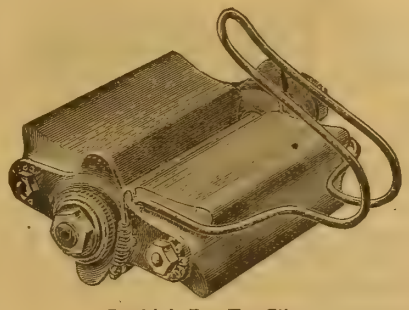
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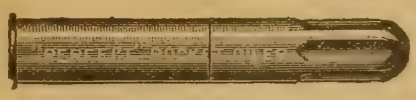
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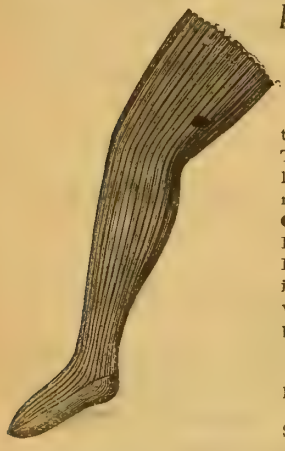
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Send 5 cents in stamps for our new Catalogue.

OBSERVATIONS.

WE read that "the LION roareth and the WHANGDOODLE mourneth;" why didn't the brilliant Editor tell us what the remaining member of the trio was up to—viz: "the GIASCUTIS?"

But why roars the LION? Because he FEELS GOOD?—Or wants to impress somebody with a proper appreciation of HIS POWERS TO MAKE A NOISE? QUIEN SABE? WE DON'T.

Why does the WHANGDOODLE MOURN? Most likely he FEELS BADLY about something or other. WE only know that he MOURNS, "For he, himself, hath said it—and it's greatly to his credit," &c., &c., &c., to OWN UP, when he has a PAIN in HIS MISERY.

Now, the LION seems to be in a happy frame of mind. Oh, yes, "He's ALL RIGHT," but something must be done for his high and mighty WHANGDOODLESHIP. And WE say to all MOURNFUL WHANGDOODLES, and to the PARTICULARLY lugubrious WHANGDOODLE who proclaims his grief in public print, "Go thou, straightway, and buy for thyself a "BRONCHO SAFETY BIKE." Annoint thy BEARINGS with 'SKOOKUM OIL"—yea, RUB THYSELF DOWN with "SKUDERDRAK'S EMBROCATION." Fortify thy grumbling "innards" with "LIVINGSTON'S SURE CURE" and then mount thy "BRONCHO" Bike and learn the poetry of motion. LIMBER UP thy MOURNFUL SOUL; yea, laugh and sing—"HOORAY for HOORAY." Thou wilt soon forget thou wast ever mournful and be glad thou art ALIVE."

When the GIASCUTIS unburdens himself as to HIS feelings, we'll prescribe for HIM.

While we wait for returns from the balance of the MENAGERIE, we'll calmly pursue the even tenor of our way, turning out "BRONCHOS," in a vain attempt to keep up with the orders that are POURING in upon us from all over this great and glorious Country. And the "Skookum" sang gaily:

"Oi'm glad Oi'm Oloive"
"WHY do the HEATHEN RAGE?"

Address us at the same old place. We haven't moved yet. Oh no, but we are putting in two additional BOILERS, made by KENDALL & SONS of Cambridgeport, Mass., to give us STEAM to run the ADDITIONAL MACHINERY necessary to enable us to KEEP WITHIN RIFLE SHOT of the orders as they pile up on the Spindle. You bet we are rustling, these days.

Send for "CAT." LOOK OUT for CUTS of INSIDE of REAR HUB.

WHITE ✣ CYCLE ✣ CO.,

WESTBORO', MASS., U. S. A.

Please Mention this Paper.

"ON A GREAT ROCK."

"I SAY, Sam!" said one colored brother to another, "What dis yere yearth rest on? What hold it up?"---"G'way, niggah! De yearth rest on a great rock."---"Huh Sam, what dat great rock rest on?"---"Why, dat rest on 'nudder great rock."---"G'way, Sam! What dat yudder great rock rest on?"---"Why, you fool niggah! des rocks all de way down!"---This story is about as old as Columbia Cycles, but one helps to illustrate the other.

SOLID "WAY DOWN."

What does the success of the Ladies' Columbia Safety of this year, 1890 rest on? Why, on the magnificent success of the Columbia Light Roadster Safety of 1889, increasing the lead which the Veloce took in 1888, and the Columbia Safety in 1887.

"NUDDER GREAT ROCK."

BEHIND the success of Columbia Safeties is the success of the Volunteer Columbia Bicycle, which has well earned its popularity as the best bicycle for its price ($90.00 for a 50-in.) ever offered in the market. It is a "high grade" bicycle in every respect, though not equal to the Columbia Light Roadster or the Expert. The "reasons why" are well explained in the 1890 catalogue of the Pope Manufacturing Company, which gives a full description, and says just as did that for 1888, that "there is no metal but steel in either machine."

SUCCESSES ALL THE WAY.

BEFORE the Volunteer Bicycle and the Surprise Tricycle came the Columbia Light Roadster Tricycle in 1887, the Columbia Racer and Columbia Light Roadster Bicycle in 1885, the Expert Columbia Bicycle in 1882---still leading, each of them in their kinds or types of machines because proved to be the best by the use and consent of most riders. What successes these are to build on!

DON'T FORGET THE



"VOLUNTEER COLUMBIA," only $90.

One of the Best Bicycles ever made for the money.

POPE MFG. CO.

NOT ALL SAFETIES.

OH, no. The trade is not all in Safeties by any means. The most talk is about the newest thing. Dealers advertise what they have to sell. Many, especially those who have just gone into the business, haven't anything else but Safeties yet. There was a time years ago when the "Extra," a lever and crank machine, seemed to most people as the machine of the future; then a lever and clutch machine seemed to many to be the coming machine; afterwards a two-chain front driver Safety came in and took the hot cakes. Now the present general style of rear-driving Safety comes in and gets rather hotter. But the Pope Manufacturing Company has not clean gone off on any tangent, nor have the riders of bicycles. This company is selling and delivering more safeties than any other maker of high grade machines by a good large plurality; but it is ALSO selling right along the most regular bicycles and tricycles.

THE HOT CAKE NOW.

MAKERS TO THE RIDERS'

WHEN our foreign friends are patronized by a royal family, they style themselves "Makers to the King," or "Makers to the Queen." You read it at the foot of British patents that Eyre & Spottiswoode are "Printers to the Queen's Most Excellent Majesty." But the Pope Manufacturing Company have a better and a prouder title. They are makers to the American riders' most excellent intelligence. The heads of that company, President and Treasurer, became actual and constant riders before they sold a wheel or made one. Every man whose voice or hand goes to the designing, making or selling of the Columbia Cycles is a practical rider. It was so from the beginning, and is so still. Eight years ago they said, with frankness, in their fifth annual catalogue: "We have grateful acknowledgments to make to the thousands who have favored us with their patronage, and to many who with kindly criticism or intelligent suggestion where we have seemed to err, and with friendly commendation where we have succeeded, have aided us in our efforts to do at least our part in the building up and strengthening of the bicycling interest in this country, and in supplying good, staple machines for American riders. * * * * * * The new is not always the best, and alterations are not always improvements. While we are conservative about the adoption of novelties, we make a constant study of the experiments of others. * * * * * We take note of the suggestions of riders. We apply ourselves as practical riders to mechanical study of the bicycle; our mechanics are active riders, and we draw upon the advice of a corps of experts" And they seem to have lived up to it.

MOST EXCELLENT INTELLIGENCE.

"KINDLY CRITICISM."

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